

Navy News

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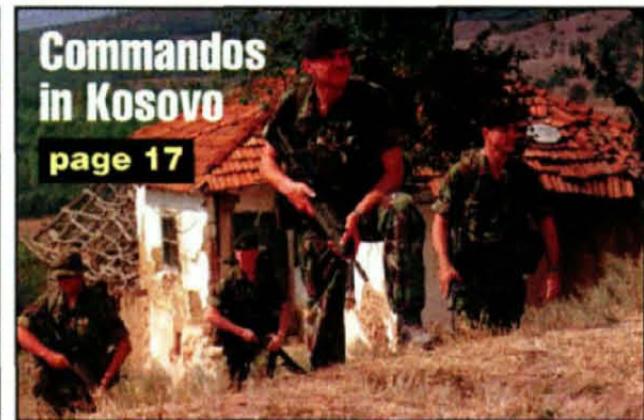
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NAVY STUDY URGED OVER VETERANS

EXCLUSIVE

ONE OF Britain's foremost ex-Service leaders has called on the Navy to launch a study aimed at bringing about greater unity and effectiveness among the country's many Naval associations and nautical charities.

Vice Admiral Sir Roy Newman, President of the Royal Naval Association, said in an exclusive interview with *Navy News*, that changes must be made to improve the "very disjointed approach" in ex-Service affairs.

He believes that a more coherent Navy League organisation similar to that in both the USA and Australia could provide more solid support for the RN in recruitment, resettlement, welfare – and public relations.

He also believes that amalgamation among Britain's 144 nautical charities would bolster their effectiveness by reducing overlap and overheads.

He said: "The initiative for this reform should come from within the Second Sea Lord's department with the creation of a study group which will include representatives from the many organisations involved."

The study would tackle the problem of modernisation and deal with some deficiencies right away. Organisations would respond more rapidly to change if it was Navy-led, he said.

"If the Second Sea Lord, the First Sea Lord and the Navy want these changes, then those that are seeking modernisation will have tremendous moral support."

"At the moment those who are seeking change are working in a vacuum. Each person will be seen as padding their own canoe and a great deal of scepticism and cynicism will creep in."

In the case of Naval charities at least, several senior officers and many of those within the charities themselves have for some time regarded the situation as ripe for reform, but this is the first time that a senior admiral has expressed the concerns so publicly and so firmly.

■ Our full interview with Admiral Newman appears in page 12.

RN's KEY ROLE IN HOSTAGE RESCUE

ROYAL Navy frigate HMS Argyll had a key role in the operation to rescue British Army hostages held in Sierra Leone, *Navy News* can reveal.

The warship, operating off Freetown, the capital of the troubled West African country, acted as a platform for Army helicopters, – and her own aircraft was in great demand during the early days of the crisis.

Her Medical Officer was also on standby to deal with casualties.

Full story – page 4.



Cadets in forefront of sailing jamboree

HMS DRAKE photographer LW(PHOT) Sue Rose braved a climb out on to the bowsprit of sail training ship TS Royalist to take this picture of Sea Cadets on their way to the Sea Cadet Corps millennium event at HMS Raleigh.

■ Report in page 19.

Jobs threat to war-grave gardeners denied

PRESS reports that British and Commonwealth war graves abroad may not be properly tended through government cut-backs have been refuted by the Commonwealth War Graves Commission.

The reports have suggested that spending cuts are threatening the jobs of British gardeners employed to look after the graves.

But Peter Francis, a spokesman for the Commonwealth War Graves Commission, told *Navy News* that no one was being dismissed. He also pointed out that while the Commission was funded by Commonwealth governments, it was not a government organisation.

The Commission had re-evaluated certain allowances paid to all its British staff employed in Northern Europe. Wages were not being cut but increased, and no

pressure for cuts had been applied by any of the funding governments.

In a statement, the Commission said: "These British gardeners deserve great credit for their work, but in northern Europe, where the majority of British gardeners are employed, the far greater number of locally recruited staff play an equal part in the Commission's work, as do the locally recruited gardeners in other parts of Europe, and in Africa and the Middle

and Far East.

"The Commission is confident of its ability to continue to maintain war graves and memorials to the highest possible standard, ensuring that they remain a fitting tribute to all those who gave their lives in the two World Wars."

The new allowance system, introduced on October 1, affects only the cost-of-living element of the package which fluctuates in response to the costs of living in Britain

and elsewhere. While it involves a reduction in allowances paid to most staff, the cuts vary in size, and some staff – including gardeners – will receive more.

To ease the transition the changes are being phased in during a period of up to three years.

The Commission says that the new allowance system will enable staff to maintain a similar standard of living to that which they would have had in Britain.

Lottery cash hope renews for Dunkirk Little Ships

Long Med trip is last by Herald

HMS HERALD has begun a seven-month deployment to the Mediterranean – her last before decommissioning next year.

The ocean survey vessel will be collecting oceanographic data in the eastern Mediterranean which involves deploying a probe to depths of 2,000m. Also using towed sonar, she will establish depth, shape and composition of the sea bed and will locate underwater obstructions which could be hazardous to shipping.

The data will be used in the production of charts and other navigation publications for military and civil purposes.

During the deployment the 27-year-old ship will visit several overseas ports, including Malta, Cyprus, Turkey, Israel and Lebanon.

■ The Type 22 frigate HMS CUMBERLAND has also left her Devonport base for a six-month deployment on Gulf patrol. As families on the jetty waved her off, the Royal Marines Band of the Commando Training Centre Lympstone added a musical farewell.

Investment advisers for Forces

A PANEL of insurance and investment specialists has been set up, in partnership with the Ministry of Defence, to give advice to members of the Armed Forces.

The Services Insurance and Investment Advisory Panel (SIIAP) is intended to be a link between the various brokers, intermediaries and advisers who provide financial services and products for the Forces and Ministry of Defence.

The panel consists of 27 companies who have specialist knowledge and experience in giving financial advice to the Services. Chairman of SIIAP's management committee is Keith Frampton of Warrior Group in partnership with Naafi Financial Services.

AFTER being turned down for a Lottery grant, Dunkirk Little Ships Restoration Trust is now optimistic that a smaller grant will be approved.

Trust chairman Jerry Lewis told *Navy News* that a new application for over £200,000 was made on September 13 and the Lottery authorities were "being fairly encouraging".

Only days previously it was reported that the Trust's application for £750,000 for Lottery aid had been rejected. The money would have gone towards restoring five Little Ships and establishing them at a permanent centre at Marchwood near Southampton.

"But it appears that the Lottery Commission would prefer us to seek a grant for one vessel at a time," said Mr Lewis.

The new appeal is being made for work to be carried out on the 110ft steam tug Challenge. As *Navy News* was going to press the Challenge was due to make its first journey in 30 years – to Southampton for restoration.

She will eventually be put on show at the Trust's Marchwood heritage centre on the site of a closed-down commercial shipyard. The organisation has pooled resources with the British Military

Powerboat Trust and the Hall of Aviation whose displays will be set up at Marchwood, the Hall of Aviation moving from its present accommodation at Southampton.

At present the Little Ships Trust has the lifeboat Lucy Lavers at the heritage centre, and as well as the Challenge, plans to put on display the motor cruiser Nydia, the passenger boat Fermin V and the Thames estuary fishing vessel Resolute.

Mr Lewis said it was planned to open the completed centre to the public in 18 months to two years time.

Seamanship Institute idea

A SEMINAR on the need for an Institute of Seamanship will be held at Portsmouth University on November 11.

The organiser, Lt Cdr Tom Peppitt RNR, is being backed by the Society for Nautical Research and the University. For details of the day-long event contact Lt Cdr Peppitt at 6 Miller Close, Newport, Isle of Wight, PO30 5PS.



● HMS Penzance's casket party on parade in Penzance town centre for the Freedom ceremony. They are (l-r) LS(D) Scott Weatherly, CCPOMEA Carl Hatfield and LS Billy Connor. The casket was carved by the shipwright of the sloop Penzance torpedoed and sunk in 1941.

Freedom march by Penzance

IT WAS a truly festive occasion when HMS Penzance received the Freedom of the Town of Penzance. The Sandown-class mine-hunter's five-day visit coincided with the weekend Gollowan Festival which began with a procession and a spectacular fireworks display which illuminated the ship in the harbour.

On the Sunday, before many thousands of spectators, the ship's company paraded the Guard and the Royal Marines Band Plymouth. At the Town Hall destination, there were performances by local choirs and a pipe band from Penzance's twin town of Concarneau in Brittany.

The Freedom scroll was presented to the ship's Commanding Officer, Lt Cdr Stewart Kilby, by the Lord Mayor, Cllr Jackie Aitken. At the parade afterwards, the

Guard and band were joined by Sea Cadets, Air Cadets and members and standards of the Royal British Legion, the Royal Naval Association and the Royal Marines Association.

In what will be an annual event, HMS Penzance played a Mayor's XI at limited-overs cricket, but failed to keep the trophy that had been won last year by the ship's football team.

After the match CMEM Bagwell had his sideburns shaved off, and as a result of the evening a total of £500 was raised for the Mayor's charity – a scheme which supports local youth organisations.

When HMS Penzance left, crowds watched from the jetty as she was escorted out by Penlee lifeboat and a helicopter from RN air station Culdrose flew above.

Warship support tasks to merge

PLANS for a single new agency to have responsibility for all warship support tasks from next April have been announced by the Ministry of Defence.

Defence Secretary Geoff Hoon launched the new authority which – subject to consultation with the Trade Unions – will merge the functions of the Ships Support Agency with those of most Naval bases and the Supply Agency, including the bases at Clyde, Devonport and Portsmouth.

Mr Hoon said the creation of the agency would deliver clear cost and operational benefits in managing support to front-line ships.

Services in aid plan for youngsters

ARMED FORCES instructors are going into schools in a 'Skill Force' venture to help prepare young teenagers for the world of work.

The pilot scheme in three schools – in Newcastle and Norfolk – has been funded by the Ministry of Defence and started with the new term. It is planned to enhance employment opportunities and attitudes of pupils aged 14-16 by integrating the youth initiatives of the Services with the Government's wider youth policies.

Modelled on a successful US scheme, the Forces have deployed a team of three instructors into the schools to deliver training in key skills. Taking part on the pupils' side are 150 selected volunteers who are not expected to secure five GCSEs at A-C grades.

Launching the scheme, Armed Forces Minister John Spellar said it would make the best use of the Services' reputation for the delivery of problem-solving, inter-personal communications, and team-building skills.

Pacific veterans in last big parade

ON A DATE they will never forget, over 1,000 Naval veterans living worldwide gathered at HMS Nelson in Portsmouth to mark the 55th anniversary of the end of the war against Japan.

It was the last time for such a parade, and it was held on September 3 – the date that is remembered as the first day of peace following the Japanese surrender in Tokyo Bay the previous day in 1945.

The veterans had been members of the British Pacific and East Indies Fleets which, with the USA, succeeded in destroying what was left of Japan's naval might and striking hard at her island possessions and homeland.

The men and women on parade represented 174 ships and units which served in the Far East during the war. The Duke of Edinburgh, who served in the destroyer HMS *WHELP* in the Pacific, sent the following message:

"I know that none of us will ever forget that memorable day in 1945 when the war against Japan finally came to an end. I hope this reunion will help to ensure that future gen-



● Some of the 1,000 veterans – their standards dipped in honour of the Royal Navy and Royal Marines Pacific War dead – who took part in the parade in HMS Nelson.

MAGIC POWER POINT FIND

NAVY NEWS archivist Trevor Muston, a member of Portsmouth Camera Club, discovered this magic lantern slide when he bought a job lot that was originally sold at auction at Salisbury. It is taken from a lecture series entitled *Our South African Heroes* – Chapter 3 ‘The Invisible Enemy’ and shows an attack by a Royal Naval Brigade against a Boer position in the war then in progress 100 years ago. No further details are given – does anyone know to which action it may refer?

TWIN FORCES FOR GOOD

CHIEF of Joint Operations Vice Admiral Sir Ian Garnett welcomes French Defence Secretary Alain Richard to the Permanent Joint Headquarters at Northwood as his UK opposite number Geoff Hoon looks on.

They held talks covering issues such as European defence, Sierra Leone, the Balkans – and their growing programme of bi-lateral cooperation.

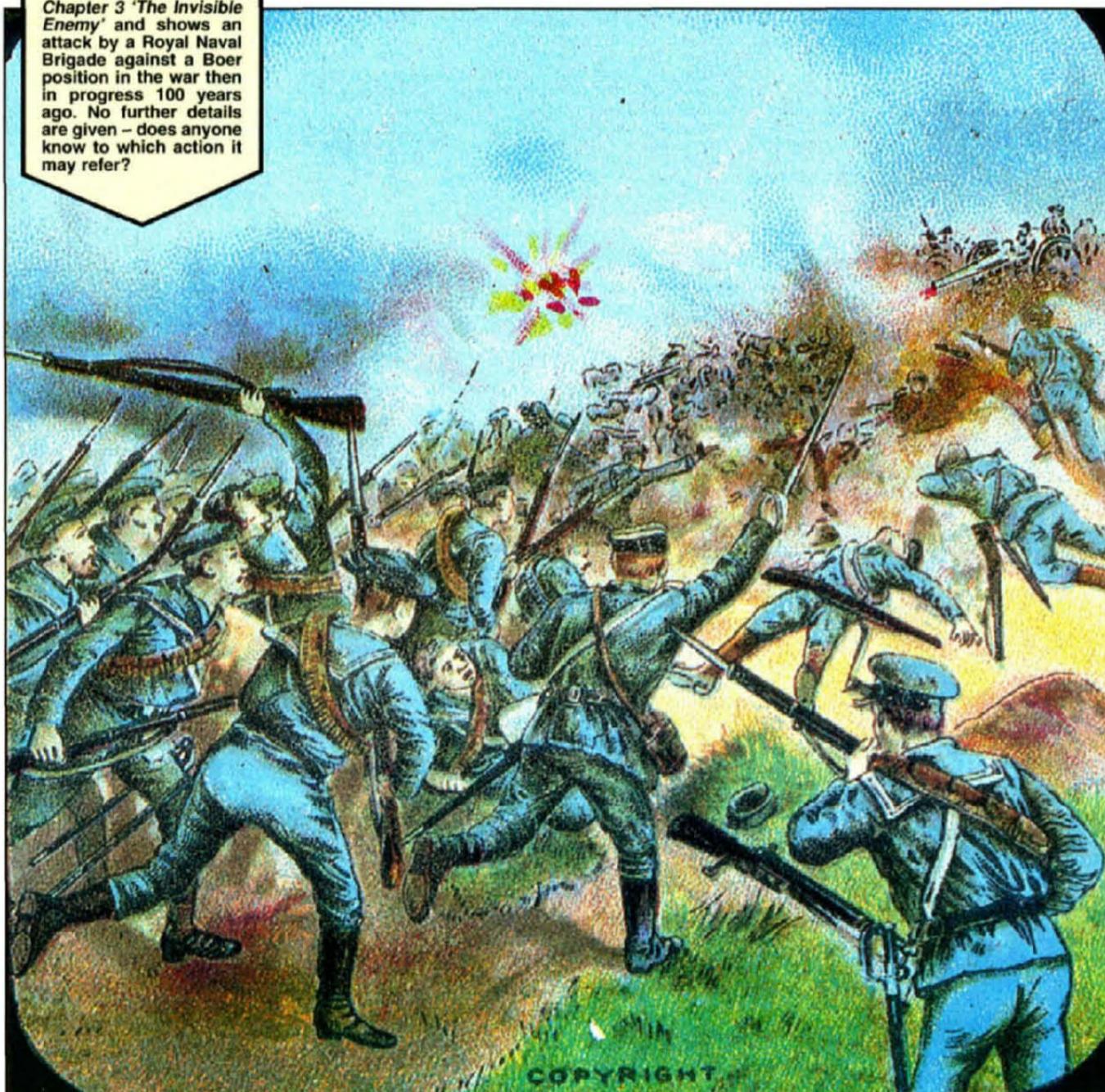
Said Mr Hoon: “To work as a ‘Force for Good’ in the world, Britain needs to co-operate closely with like-minded Allies, such as France.

“Our relations with the French on defence matters have never been better. We worked

closely during the Kosovo crisis last year with HMS Somerset and then HMS Grafton attached to the French Navy. We continue to work together in Bosnia, and on United Nations operations in Georgia and in Sierra Leone.”

“We work well together during crises because of the effort we put in during peace-time.”

More than 140 bi-lateral exercises are being conducted this year, including the attachment of the frigate F S Aconit to the UK Naval Task Group in the Far East (see centre pages). Among 30 long-term personnel exchanges, there is a French liaison officer working at the PJHQ and a British officer at the French operational headquarters.



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Thanksgiving days at Guzz mark US links

DEVONPORT Naval Base plans to open its gates to the public over the weekend of November 25-26 as part of the annual celebrations held by Plymouth in conjunction with the American Thanksgiving Festival.

The US festival, held to commemorate the landing in Massachusetts in 1620 of the Pilgrim Fathers, is mirrored by an annual event in Plymouth, from where they left in the Mayflower.

The celebrations are designed to strengthen links between the Devon city and the US, where

there are no fewer than 18 communities named Plymouth in as many States.

It is hoped that this year at least one US Navy warship will visit Devonport to coincide with the festival which, over five days beginning on November 22, will include music, drama and sightseeing events.

During the weekend of events, the Naval Base will be open from 10am to 4pm. Entry will be via Granby Gate and parking is free.

As well as coach trips of the base, visitors will be able to see the 15,000 items in the collection of the Naval Base Museum which this year expects to almost double its attendance figures to 30,000.

Submarines to feature on stamps

THE POST Office is to mark the centenary of the RN Submarine Service next year with the issue of a set of commemorative stamps.

The designs for the stamps, released next April, has not yet been revealed, but a Post Office spokesman said: “You can expect very strong, very powerful images.”

Four stamps will be on sale – first class, second class, 45p and 65p – as individual stamps and in various presentation packs.

The spokesman said the stamp issue was expected to attract a good deal of publicity.

Concert dates

THE BAND of Her Majesty’s Royal Marines will play their Winter Concert programme at St Mary’s Church, Portsmouth on October 5, November 23 and December 14 at 7.30pm.

Tel 023 92726182 for tickets at £5 (£4 OAP/Students).

JACK ET JACQUES

La Fin du Passage

(A bord de FS Aconit, à Tokyo)

‘Eh bien, ca s'est bien terminé eh, Jacques? “All's well that ends well” et tout ça?’

‘La femme de l’Ambassadeur, elle était très sympathique, Jack.’

‘Yeah – après que vous l’avez dit que j’ai eu un majeur problème psychiatrique! Merci beaucoup!’

‘Je l’ai dit que vous êtes un total idiot, Jack. Elle a compris complètement.’

‘Mmm . . . En tout cas, mon temps avec l’Aconit est fini, Jacques. J’ai été interviewé par le Capitaine.’

‘Le Chef? Qu'est-ce qu'il a dit?’

‘Il a dit: “Jack, j’ai décidé que vous êtes un risque au bon nom de FS Aconit que je ne peux plus tolérer. Vous avez insulté une femme charmante et sensible – “Elle m'a frappé sur la tête avec son sac à main, mon Capitaine!” j'ai dit. “Silence, Jack!” il a dit. “Il y a aussi la question de several mille francs damage à l'intérieur de l'Embassy – “Mais il était les chiens de police qui ont mangé les fauteuils Louis Quatorze et qui ont déposé un grand pile de merde sur l'Aubusson,” j'ai dit. “Ce n'est pas ma faute si'ils ne sont pas 'ouse trained!” “Silence, Jack!” il a répété. “Vous retourerez tout de suite sous escorte en l'UK. C'est tout!”

‘J’ai salué et j’ai fait demi-tour, Jacques, très tristement. Mais ensuite le Capitaine a dit: “Un final mot, Jack!” “Oui, mon Capitaine?” j’ai dit. Et il a dit: “Vous retournez avec aucune stain sur votre caractère – et je payerai pour le damage out of my own poche.” J’étais gobsmacked, Jacques! Et je l’ai dit: “C'est très gentil, mon Capitaine – mais pourquoi?” Et il a dit: “Parce que vous m’avez donné le biggest laugh j’ai eu en beaucoup d’années, Jack – c'est pourquoi! La femme de l’Ambassadeur, elle a aussi refusé mes avances. Après que j'avais dépensé tout un mois de salaire sur Champagne et Foie Gras! Dismiss!.’

‘Mmm . . . il est un type formidable, le Capitaine. Mais vous et moi, nous sommes finis, Jack! Et j’ai pitié pour le pauvre batard qui sera votre escorte!’

‘Ah. C'est une autre chose que je veux discuter avec vous, Jacques . . . ’



Illustrations par *TMB*



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Frigate hosts Army helicopters as hostages are released from jungle captivity



● Surg Lt Jon Carty, Medical Officer for HMS Argyll, in front of the frigate's Lynx helicopter.



● From left: Cpl Nick Tryon, Lt Nigel Cunningham and Lt Cdr Al Jones, the aircrew of HMS Argyll's Lynx. Cpl Tryon joined the crew in the latter stages of Operation Barras to provide protection for the pilot, observer and the aircraft itself.



Contingency exhibition staged

AN INTERNATIONAL exhibition that includes equipment supplied to Britain's Special Forces is holding its 40th event at Esher in Surrey from October 31 to November 2.

COPEX (Contingency and Operational Contingency Exhibition) will run alongside the Night Vision Demonstration and Seminar at Sandown Park Exhibition Centre.

The event has been a focal point for

Special Forces, law enforcement groups and Customs to view innovations developed by over 120 exhibitors.

However, the show will not be open to the general public. Only military and other relevant security personnel will be allowed in – by ticket only.

The organisers can be reached on 01923 819301, fax – 01923 8181924 or e-mail: info@copeco.com

● One of the two Army Mk 7 Lynx helicopters which made a brief – but eventful – visit to HMS Argyll at the culmination of Operation Barras. One of the aircraft landed with a defective engine, which was changed overnight by the ship's air engineering team and a detachment of REME personnel brought over from RFA Sir Percivale.

Report by Lt Cdr Rod Ashman, Public Relations Officer for HMS Argyll

Argyll had 'critical role' in rescue plan

EXCLUSIVE

ROYAL Navy frigate HMS Argyll played a crucial role in the operation to release the Army team held hostage in Sierra Leone, *Navy News* can reveal.

Eleven members of the Royal Irish Regiment and one officer of the Sierra Leone Army were kidnapped by a faction calling themselves the West Side Boys, which resulted in a large-scale rescue operation.

The warship's presence in the

region, as reported in September's *Navy News*, was key to an operation that has been described as one of the most daring in recent years.

The rescue was orchestrated by a tri-Service cell in Freetown, the capital of the country.

Cdr Rick Wellesley, Commanding Officer of HMS Argyll, said: "The last few months have enabled my team to build a very close working relationship with their opposite numbers ashore and in RFA Sir Percivale.

This has proved fundamental to our successful involvement in the operation."

On the day that contact was lost with the Royal Irish Regiment's patrol, Argyll's Lynx was used to search the area in which the patrol was last reported.

Lt Cdr Al Jones, the Flight Commander, and Lt Nigel Cunningham have flown many missions over this terrain.

Lt Cdr Jones said: "Our knowledge of the area has proved very useful during the operation.

Lt Cunningham added: "The Naval variant of the Lynx is not usually used for these type of missions, but has proved its reliability and versatility time and time again."

Argyll's aircraft was the only UK air asset in the country at the time of the kidnapping, and was essential in early reconnaissance and in determining the whereabouts of the hostages.

Within the first few hours the West Side Boys admitted that they had taken the patrol hostage and demanded that flying cease. Fears immediately grew for the safety of

the missing men.

That same day, Argyll's Medical Officer, Surg Lt Jon Carty, was moved close to the suspected seizure point to support the negotiating team.

Their task was to be on hand to treat the hostages, should they be released, and to provide primary casualty care in the event of the situation deteriorating.

Surg Lt Carty said: "I was obviously very excited to be given the opportunity to put my training to use, but I soon realised how challenging this was going to be."

Although the release of the five Royal Irish soldiers on the fifth day suggested that the situation could be resolved through dialogue with the West Side Boys, it soon deteriorated and the demands on Argyll's assets increased accordingly.

The pace and scale of the rescue operation rapidly escalated and resulted in other units, including a company from the Parachute Regiment, moving into theatre to be in a position for a possible rescue operation.

Air traffic at the airport increased dramatically, but Argyll's Lynx continued to be the only UK air asset available, and was consequently in demand for everything from passenger transfers to movement of stores.

However, given the fact that the threat to the security of British forces in the locality had risen, Cpl Nick Tryon of Argyll's Royal Marines detachment was embarked to provide protection for the aircraft and crew.

Lt Cdr Jones said: "I was very pleased to have Cpl Tryon on board, particularly in such a potentially hostile operational environment."

It became clear that, after 14 days of negotiation, there appeared to be little hope of securing the release of the hostages through continued dialogue.

Cdr Wellesley said: "As time went on concerns mounted about the increasingly volatile nature of the West Side Boys, and consequently the welfare of the hostages.

"The decision to forcibly repatriate the hostages was the logical next step."

Argyll's involvement steadily increased during the last 24 hours of the operation.

Not only was her Lynx still operating in a variety of supporting roles – reconnaissance, casualty evacuation, transfer of personnel – but also Argyll's flight deck was called upon to provide a temporary overnight base for two Army Mk 7 Lynx.

These two aircraft had arrived in Freetown in the back of a Hercules transport aeroplane and, having been assembled at Lungi airport, were flown directly to the ship.

CPO Taff Hopkins, the Flight's Senior Maintenance Rating, said: "This was not a straightforward procedure."

"A great deal of preparation had to be carried out to work out whether both aircraft could be accommodated on the deck simultaneously; this was something that had not been tried before."

POSTD Paul Phillips was on the deck as Flight Deck Officer when the first aircraft landed.

He said: "This was a completely unique experience. I noticed as the first aircraft landed across deck, by the hangar, that there was a problem with her starboard engine."

It quickly emerged that the aircraft had suffered a single engine failure, but before the problem was investigated, the deck was prepared for the second aircraft, which landed fore and aft at the rear of the flight deck.

Argyll's flight maintenance team



● Cdr Rick Wellesley, Commanding Officer of HMS Argyll.

quickly got to work on the damaged engine.

CPO Hopkins said: "We had little choice but to change the engine."

"Although we had a spare on board, this was for a Naval Lynx and consequently we had to get exceptional approval to fit it."

Unfortunately, time was short and, with the help of a REME team ferried out from RFA Sir Percivale by Argyll's seaboot, the new engine was fitted, overnight, in just seven hours.

The aircraft was ready to play her role in the operation, as planned, at 0430 the following morning.

Brigadier Pat Lawless, the Deputy Commander of the Joint Helicopter Command, said: "The support from the crew and aircraft engineers on HMS Argyll was critical to the plan, and without the drive and hard work at a crucial point in the operation the plan might not have gone ahead as intended."

As a result of the build-up, Surg Lt Carty was relocated to Sir Percivale to act as triage officer.

He said: "My role changed along with the emphasis of the operation."

"I was told that within the next 48 to 72 hours an operation to extract the hostages would be initiated."

"Since the resultant casualties would be treated in Sir Percivale, I was moved there to assist with medical support."

Surg Lt Carty's role as triage officer meant that he was the first point of contact for all casualties and was responsible for deciding on their initial treatment.

To assist with this, a casualty clearing station was established in a sea freight container on the jetty, by Sir Percivale, for the purposes of triage.

The first casualties arrived at 0630 that morning. A total of 13 casualties were treated, but tragically one died.

The casualties received treatment on board Sir Percivale, and this included emergency surgery. All patients had been treated and stabilised by 6.30pm that evening and were ready for onward movement to the Royal Hospital Haslar.

Surg Lt Carty said: "Although we train for this kind of thing, I would be lying if I didn't say that it was very stressful at times."

Argyll's Royal Marines detachment was also very much involved in the operation.

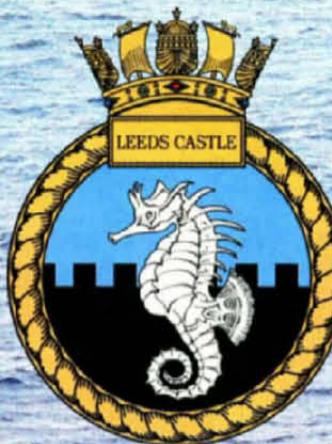
Once the decision was made to use Sir Percivale as a casualty-receiving centre, the detachment was landed ashore to provide a secure cordon for Sir Percivale and the helicopter landing site on the jetty.

The Commanding Officer summed up his feelings by saying: "The success of the operation can be attributed to the way in which all parties worked together. I am immensely proud of my team on board – every man contributed to the ship's key role in support of Operation Barras."

After five months on station off Sierra Leone, Argyll has now been relieved by HMS Iron Duke and, as *Navy News* went to press, was heading south to Cape Town. The frigate is expected home in November.



• Offshore vigil: HMS Leeds Castle.



Corvette became a training frigate

THERE have been only two ships to bear the name HMS Leeds Castle, including the current patrol vessel – and they shared the two Battle Honours.

The first was a Castle-class corvette of 1,100 tons, built for ocean convoy escort duties in 1944 by William Pickersgill and Sons of Sunderland.

She won her Battle Honour for her service in the Atlantic, and after the war, in 1946, she joined the Anti-Submarine Training Squadron at Portland.

She continued in this role until, by now redesignated a frigate, she paid off in Chatham in November 1956, an almost unequalled record of continuous service of almost 13 years.

The first Leeds Castle was just 14ft shorter than her successor at 252ft, but had a much larger crew – between 90 and 120 as opposed to the present ship's company of 45, although there is also temporary accommodation for up to 25 Royal Marines.

HMS Leeds Castle won her Battle Honour when she operated as a despatch vessel between Ascension Island, South Georgia and the Falklands during the South Atlantic campaign.

Facts and figures

Class:	Castle-class offshore patrol vessel Mk 2
Radar:	Surface search: Plessey Type 994; Navigation: Kelvin Hughes Type 1006
Pennant number:	P258
Builder:	Hall Russell, Aberdeen
Launched:	October 29, 1980
Commissioned:	October 27, 1981
Displacement:	1,427 tonnes, fully loaded
Length:	81 metres
Beam:	11.5 metres
Draught:	3.6 metres
Speed:	19.5 knots
Complement:	45, including six officers
Main machinery:	Two Ruston 12RKC diesels; two shafts
Aircraft:	Can operate Sea King or Lynx helicopters
Affiliations:	Lady Penelope Speed (ship's sponsor); the Mayor of Hastings; Leeds Castle, Kent; Hastings Sea Cadets; Messrs J. Skinner and D. Curr, modelmakers.

Heading south

PATROL ship HMS Leeds Castle was designed to protect British offshore assets – but that also made her ideal for patrol duties in the South Atlantic.

Sister ships Leeds Castle and Dumbarton Castle share the Falklands patrol duties, with one ship usually based in the South Atlantic while the other is in refit or fulfilling other patrol duties in home waters.

Leeds Castle returned to the United Kingdom from the Falkland Islands in 1998 for refit work, and after joining a Joint Maritime Course she took up her duties as a fishery protection vessel which continued through last year.

She began a major refit in Rosyth in February which lasted until the end of August, and although mechanically the ship remains much as she was, her propulsion plant was given an extensive overhaul in readiness for the testing conditions she will face when she heads back to the South Atlantic early next year.

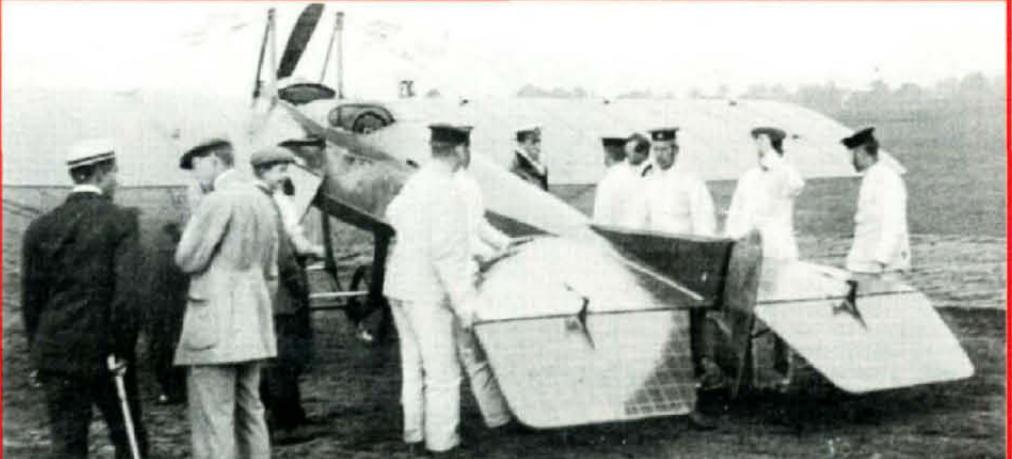
Enhancements to radar displays, the control system and electronic chart capabilities were part of the work package, and accommodation, recreational and galley compartments were renovated.

Since her return from the Falklands, Leeds Castle has been seen all round the British coast as well as overseas – port visits included Ullapool, Vigo, Amsterdam, Swansea, Ostend, Stornaway, Cork, Sunderland, Glasgow, Newcastle and Liverpool.

As part of her patrol remit, the ship carries two Avon Seacat high-speed craft for boarding parties, and to aid her forays into the forbidding South Atlantic she is fitted with a sophisticated suite of navigation systems.

And despite her modest dimensions, the ship has a five-week patrol endurance, and her flight deck is capable of handling helicopters up to and including the Sea King.

AIRCRAFT OF THE ROYAL NAVY No 48



Deperdussin TT monoplane

RELATED to the first winner of the Schneider Trophy – in 1912 – the French Deperdussin TT monoplane entered service in small numbers with the RNAS in both wheeled and floatplane

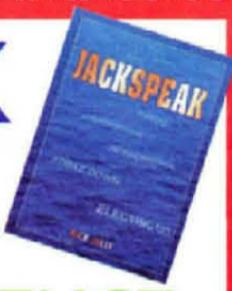
versions. Powered by a 70hp Gnome engine, or an 80hp Anzani, the Deperdussin reached a maximum level speed of 71mph. It was used for a short time after the outbreak of World War I.

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Letters



JACK

YOU REALLY SHOULD NOT TALK LIKE THAT!
IT SIMPLY IS NOT ACCEPTABLE IN THIS DAY AND AGE.

WHAT'S HE BEEN SAYING NOW PADRE?

WHISPER 2 WHISPER 2 WHISPER

BY TIG

Volunteer wanted

'THE VOLUNTEER' march of the Royal Naval Auxiliary Service was especially written for its Silver Jubilee and was performed by the Royal Marines Band at the review held on Whale Island, Portsmouth on June 27, 1987.

Since then little has been heard of the composition, although I believe it was used at the beginning of a recruitment video. What is known for sure is that it has never been published or recorded.

The composer of the piece, Lt Rod Starr, RM, who has now retired from the Corps, still has the original score.

The Royal Observer Corps, often described as the sister service to the RNNS, had its own march, composed by Wing Cdr Davies, entitled 'Skywatch'. This was written to mark the 50th anniversary of the ROC and has been recorded by RAF bands.

If sufficient of us write to the RM Band Service, consideration will be given to including 'The Volunteer' in a future recording. Write to Lt Col Waterer, RM, Principal Director of Music Royal Marines, HMNB Portsmouth, Hants PO1 3HH – but please note that this piece of music is not the same as 'The Loyal Volunteer' as mentioned in the July 2000 edition of *The Maritime Volunteer*. That piece composed by G. Hawkins is available in sheet music form. – G. S. Joel, Great Yarmouth

Dodgy answer

I WAS asked a few days ago where the name 'Dog Watches' came from. I have asked many people I thought might be able to give me the correct answer but nobody is 100 per cent sure. – Mike Bee, Mirfield, W. Yorks.

The name probably comes from 'dodge watches'. With seven watches to the day, men would not have to keep the same watch each day. The two dog watches being only two hours long while all the rest are four hours gives rise to the common Naval expression of derision to a junior: "You've only been in the Navy a dog watch." – Ed

Nancy Astor shows her displeasure

FURTHER to the Nancy Astor stories, after surviving the sinking of HMS Audacity in the Atlantic, I was posted to the Inshore Squadron at Alexandria under Capt C. Wauchope. Our section moved up with the Eighth Army from El Alamein to Tunis. Having reached Tripoli we were given three days leave to go back to Benghazi which had been turned into a rest and entertainment centre.

Three brothels, two for other ranks and one for officers, had been opened as an experiment. The other ranks' had queues as far as the eye could see, whilst the officers' had two armed guards outside.

Evidently the troops became more settled after a Benghazi visit, but then some spoilsport wrote home to Lady Astor who had the 'pleasure houses' closed down.

When we arrived there was a boxing tournament between the Royal Marines and the Military Police – and much to the delight of the visiting forces the Marines won nine out of ten bouts. – G. E. Field, Paignton, Devon.

Letters to the Editor
should always be
accompanied by the
correspondent's name
and address, not nec-
essarily for publication.
email correspondents
are also requested to
provide this information

Members' privilege

WHILE holidaying in Cowes, IOW, my family and I passed the Royal Yacht Squadron headquarters which was flying the White Ensign and the Commodore's flag from the mast.

Also, we observed RYS Leander at anchor which was also flying the White Ensign but a different pennant from the main mast.

Is the RYS attached in any formal way to the Royal Navy? If so, how? – Tony Carey, Bristol.

Originally founded as the Yacht Club in 1815, and becoming the Royal Yacht Club courtesy of one of its keenest members, King George IV, in 1820 and Royal Yacht Squadron thanks to the 'Sailor King' William IV in 1833, the RYS had close links with the Royal Navy from the very beginning. In 1829 it applied for and was granted a Warrant to wear the White Ensign, a privilege which its members also enjoy – and which became exclusive to the RYS in 1842. The Duke of Edinburgh is the Admiral of the RYS and the Commodore, Vice Commodore and Rear Commodore also have their own pennants. – Ed

the warriors that all their victories, indeed their very existence, was solely by courtesy of the British Merchant Navy during the early years of the war.

Should it be suggested that the Merchant Navy only survived because of the protection of the Royal Navy, then certainly for the period 1939–40 this protection, in general terms, is open to question.

Please let all the services enjoy their victories, real or imagined, and remember they were achieved through the efforts of civilians. – W. Ferguson Knight, Nailsea, Somerset.

Dainty ships

THE NEW Daring class destroyer Type 45 is good news for the Navy. I thought you might like to see the enclosed picture (artist unknown) of HMS Duchess in which I served in 1962. – Peter Ward, Dursley, Gloucestershire.

WE OF the Parachute Regimental Association were astonished and disturbed to read recent Press comments regarding "soft" ship names for the newly confirmed Daring-class destroyers.

We are honoured to be associated with the name HMS Dainty which has a fine record and numerous battle honours. – S. McCarthy, Bognor Regis.

Dainty is one of the oldest ship names in the Royal Navy, dating back to 1589 – when it meant 'worthy' rather than delicate. – Ed

Navy News

No. 555 47th year

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Civilian victories

I READ the feature 'Naval Victory in the Battle of Britain' (September issue) by Cdr David Hobbs and the editorial introduction with much interest. Do I detect a distinctly curmudgeonly attitude to the exploits of the RAF?

With the deepest of respect to the wartime record of the three armed services, I would remind

Yet another Mercurial manifestation maybe . . .

REFERENCE Bob Newman's letter about strange happenings at HMS Mercury (August issue), on Saturday July 10, 1976 (a very hot summer's day) I was on watch as QM when at 2150 the foot patrol reported a light on in a classroom in Eagle Block.

One of the patrol said he saw the figure of a female/Wren at the window.

This was despite the fact that patrols had been carried out all day and nobody had reported it previously.

The patrol entered the block and reported hearing noises upstairs. The Leading Hand of the Emergency Party went to assist and the Firefly (Landrover fire tender) was called to illuminate the roof. The Petty Officer of the Guard found the roof door open and it was assumed that an intruder had broken into the block.

A light then came on in the Wrens toilet, and the Firefly driver reported possible movement upstairs. A complete search of the block was carried out but drew a blank, except that when they went into the classroom where the light was on, whereas the rest of the block was very warm, it was very cold in there.

The block was then secured. The light in the classroom was left on as the pull cord had broken off when the patrol had tried to switch it off.

About ten minutes later the patrol reported that the light had switched itself off!!

For the rest of the weekend myself and the other QMs and POOG could not get any of the patrols to re-enter the block.

There are many other stories concerning unusual occurrences in and around the Mercury site, but I can vouch for this one personally – and the details were all recorded in the Daily Occurrence Book. – S. Rockett, Portsmouth.

The Communicator magazine of 1976 also records the incident, noting that sightings of a young girl in Eagle Block dated from the early 1960s when a Wren was killed by some scaffolding which

collapsed while the building was under construction. – Ed

Memories of Martin

IN THE August issue, which was sent to me by my sister in Church Stretton, Shropshire, there were three items which revived memories of my service in the Navy from 1941 to 1946.

The first was a picture of the current Quorn, looking very small alongside HMS Somerset in Ireland. The HMS Quorn I served in in 1942–43 was a Hunt-class destroyer based at Harwich. She was sunk in August 1944 with heavy loss of life.

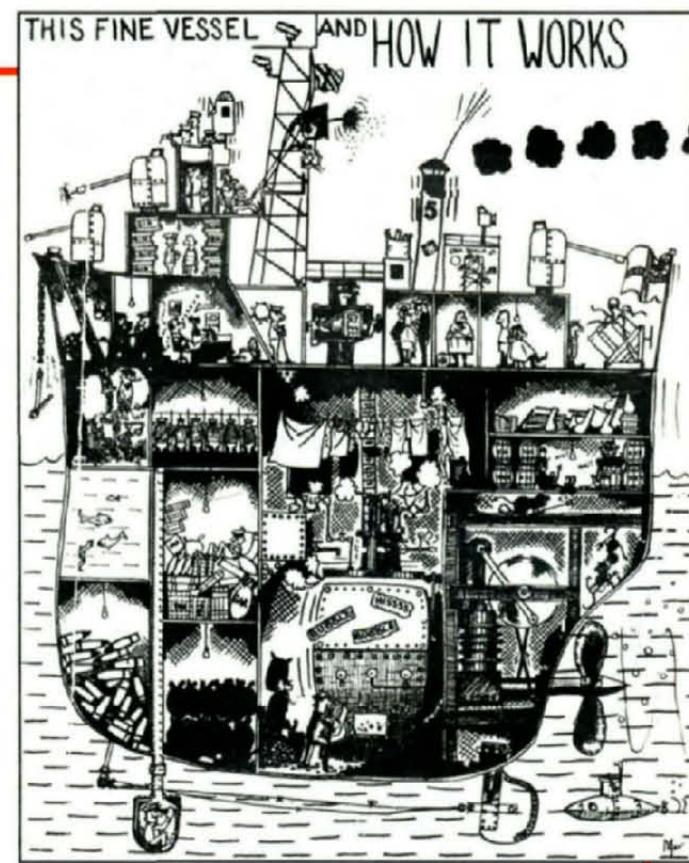
In your Over to You column a lady in Henley-on-Thames, whose father died in the Quorn, asked for a picture of the ship and details of the sinking. I was pleased to fulfil her request.

The third surprise was reading in the Reunions column details of a reunion to be held in Solihull of crew members of Hecla, Venomous and Marne. My connection is to the Marne, a destroyer which was part of a covering force for a convoy (PQ15) on its way to North Russia.

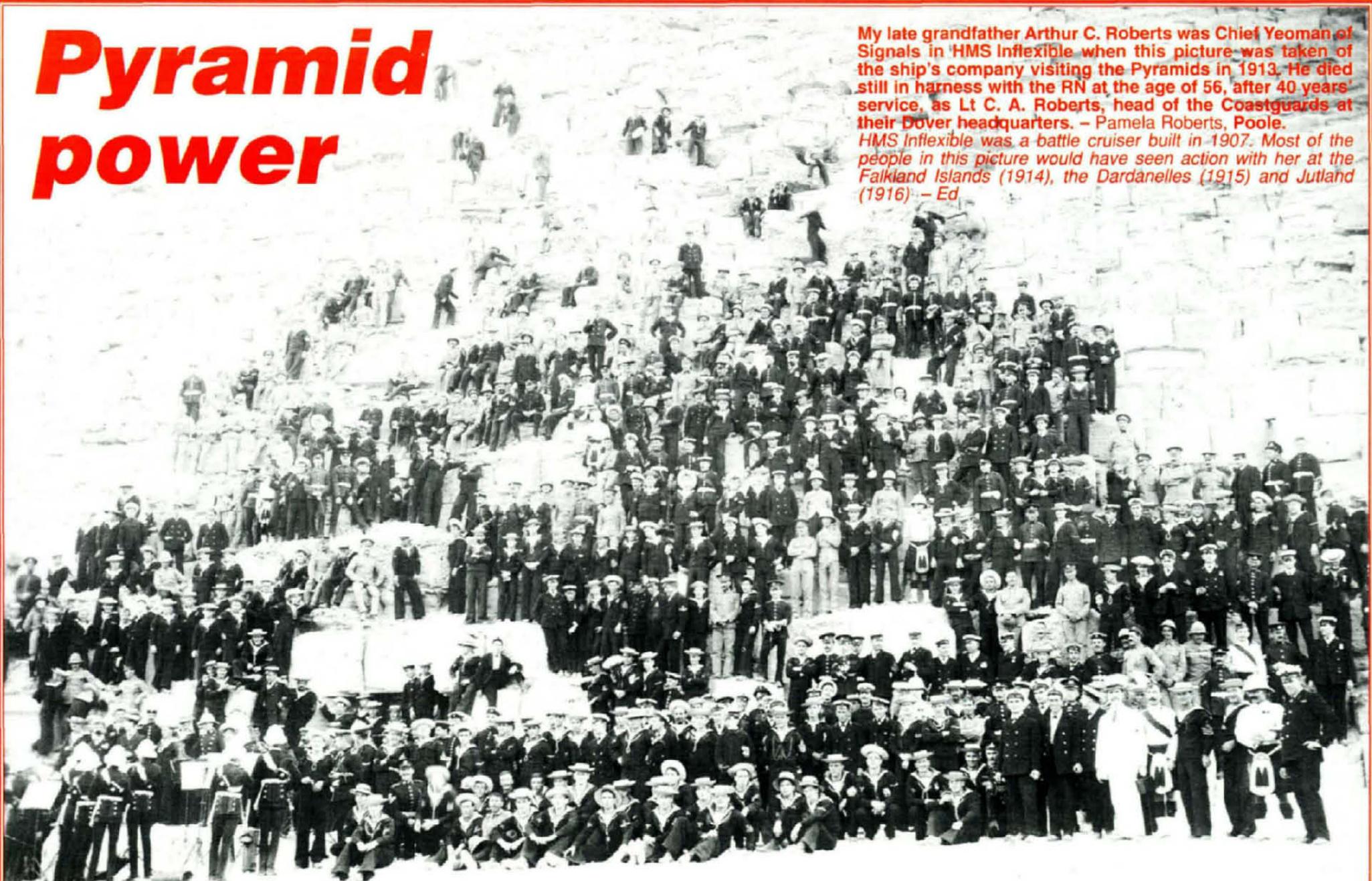
Together with HMS Martin, the Marne picked up survivors from my ship, HMS Punjab, after we were rammed and sunk by the battleship HMS King George V in heavy fog.

I was picked up by the Martin, which manoeuvred alongside our Carley float and dropped rope ladders for us to grab on to.

I'll never forget the crew of the Martin, who took good care of us until we were transferred to the KGV in Iceland for the trip home via Scapa Flow. – K. A. Tipper, Ocala, Florida.



Pyramid power



My late grandfather Arthur C. Roberts was Chief Yeoman of Signals in HMS Inflexible when this picture was taken of the ship's company visiting the Pyramids in 1913. He died still in harness with the RN at the age of 56, after 40 years' service, as Lt C. A. Roberts, head of the Coastguards at their Dover headquarters. – Pamela Roberts, Poole.

HMS Inflexible was a battle cruiser built in 1907. Most of the people in this picture would have seen action with her at the Falkland Islands (1914), the Dardanelles (1915) and Jutland (1916). – Ed

Letters

Sherbrooke of the Onslow

WITH reference to the Naval Quirks cartoon in the June issue, that Capt Sherbrooke gave the order to the crew to change into clean underwear prior to the Battle of the Barents Sea, I'm afraid Micah has the date wrong – it was fought on December 31, 1942.

HMS Onslow, in which I was serving as a Leading Signalman, received several hits with 8in shells from the German heavy cruiser Hipper and Capt Sherbrooke was wounded by shrapnel from the direct hit on B-gun. He had been hit in the face and lost an eye and he fell at my feet.

A replica of his VC is now in the RN Museum in Pompey – I don't know why, the Onslow was a Guzz ship. – Tom Upton, Newport, Gwent

Blandford memorial

YOUR article 'Gallipoli – graveyard of many reputations' (September issue) calls to mind Daphne Nixon's poem 'Blandford Camp 1943'.

During World War I the Collingwood Battalion of the Royal Naval Division was stationed here prior to the Gallipoli campaign – "More than a thousand men – and two came back."

Thanks to the Blandford RNA these men are not forgotten. A parade of remembrance is held every June at the memorial stone on Collingwood Hill at Blandford and has been since 1919. – M. R. Dennis, Portsmouth.

Captured in Korea

REFERENCE the letter 'Lost from Theseus' (September issue), I would like to point out that P3 Ralph Johnson of 807 Sqn was not killed when he was shot down on the last tour of operations in Korean waters before Theseus returned to the UK in May 1950.

When we returned home it was subsequently discovered that he had been captured by the Communist forces after his Sea Fury had crash-landed. Unfortunately, due to the harsh treatment he suffered during his captivity he was eventually discharged from the Service. – D. Fisher, Salisbury, Wilts.

Shanghai puzzler

IN YOUR July issue Bill Simmons from Rosyth asks readers to name the French ship at Shanghai shown in his photograph. I believe this is the armoured cruiser Waldeck-Rousseau rather than her sister ship the Edgar Quinet.

The former was launched in 1911. She displaced 14,000 tons,

had 14 7.6in guns and a speed of 23 knots. Does anyone know what happened to her after 1937? – P. Carolin, Cambridge.

According to Conway's All the World's Fighting Ships 1906-21, the Waldeck-Rousseau was stricken in 1936 and broken up between 1941-44. – Ed

Stiff climb up Etna

READING of the expedition from HMS Montrose to the highest mountain in Sicily (June issue) took me back to 1953 – the year they conquered Everest – when HMS Cumberland had 18 engine room personnel led by Lt(E) Drake climb Mount Etna.

We climbed, crawled and scrambled up the volcanic scree and then rested in the lip of the crater to get our strength back for the slide and scramble back down. You must remember that this was long before the local authority built a road nearly to the top for the benefit of tourists.

We camped out in the grounds of a monastery overnight on the way up – no tents, just rolled up in a blanket – and of the 18 who started out only nine of us got to the top. – R. E. Lock, Donaghadee, Co Down.

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Agency takes in project teams

THE SHIPS Support Agency has undergone a major reorganisation to host 17 Integrated Project Teams.

They are under the direction of the Chief Executive of the Agency, John Coles, who as Director General Equipment Support (Sea) has been appointed head of the maritime business unit of the Defence Logistics Organisation.

The project teams are supported by seven Corporate Directors – in the role of stewards and mentors – and Superintendent Ships.

Details are published in General Defence Council Instruction 189/00



Local Drafty bridges north/south divide

FASLANE now has its own office for ratings' drafting queries – and those manning it are keen to encourage people to drop in and chat about their careers.

"Our aim is to break down the barriers between ratings

and Drafty," said WO George Morton. "The Naval Secretary and Second Sea Lord have come up with an initiative to create these Drafting and Career Management Liaison Offices (DCMLOs), and basically we can talk about anything to do with career matters

or drafting. "We are not taking over the Divisional Officer's role – this is in addition."

WO Morton and CPO Tony Starbuck have been on site since June, and have visited ships and held some small clinics to spread the word around the Scottish base.

Plymouth and Portsmouth have

similar offices, but the distance between Faslane and the drafting centre of Centurion Building in Gosport makes the need seem more urgent in the north.

"We cover the whole of northern England, Northern Ireland and Scotland – there are ships in refit in Rosyth, and HMS Caledonia, HMS Gannet, submarines in build in Barrow – everything north of the Mersey, really," said WO Morton.

"It's a glorified labour exchange for the youngsters who do not know where they stand, what ships they are going to go to, what careers are available and what careers they can do."

"But Centurion will still do the drafting, and we work for the Naval Manning Agency as an arm of Centurion."

"Generally people walk out of here feeling they are somebody – they have not just looked at a piece of paper. They realise they are more than a name and number on someone's computer down south – they feel they are a valued member of the modern Royal Navy."

"Typically, a young lad comes in and says he is leaving the ship at such-and-such a date, and is looking for a post at a shore base in, say, Portsmouth."

"He wants to know what is available, so we use NMIS (Naval Manpower Management Information System), bring up a screen and tell him what jobs are available."

"We help him submit the right paperwork, and hopefully he gets posted to the job which accords to his request."

"We do not promise him anything, but there can also be a knock-on effect – we moved one lad which made it possible to get three more moves for people in jobs they did not choose to their preferred options."

The office's location, between the junior rates' accommodation and their places of work, makes it an ideal office to just drop into, said WO Morton, but formal appointments can be made by telephone.

The DCMLO is at Room 305 on the top floor of the main administration building at HMS Neptune. WO Morton is on Faslane ext 5595 and PO Starbuck on ext 4483.

THE MARITIME SALE Wednesday 17TH January 2001



This auction will cover all aspects of maritime art and antiques, including pictures, models, instruments and ephemera, covering both the Royal and Merchant Navies, recreational boating, marine industry and fine examples of mariner's craftsmanship.

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Freedom exercised after four year gap

A N enthusiastic crowd lined the streets of Lancaster to watch sailors march through with flags flying, bayonets fixed and drums beating.

The ship's company of HMS Lancaster were exercising their Freedom of the City during their first affiliation visit for four years.

The march began at Lancaster's historic prison, where the ship's Executive Officer, Lt Cdr Steve Layland, formally asked permission from the Mayor, Cllr Edna Jones. The parade finished at the Town Hall, where the sailors enjoyed a civic reception.

The beating drums, and other sounds, were provided by the Lancashire Artillery Volunteers, a TA band which had travelled from Bolton for the event.

HMS Lancaster's Commanding Officer, Cdr Richard Buckland, said: "It was an excellent day and it was good to be back in Lancaster after a gap of four years."

After the formalities, Cdr Buckland and others visited the Special Care Baby Unit at the Royal Lancaster Infirmary and presented a cheque for £400 raised from the ship's charity projects.

The ship's new mascot, an African Grey parrot called 'Sunny', was making her first visit to the city. The bird was presented to the ship by *The Sun* newspaper after the previous mascot, Jenni, died earlier this year after being blown off the ship. The parrot proved an instant hit with many youngsters watching the parade.

The next day the sailors returned to Lancaster to take on local sports teams. Honours were even in the football, but the ship suffered defeats at the hands of Lancaster Cricket Club and the Lancaster Ladies hockey team.

During the visit, the Type 23 frigate was alongside in Liverpool. While she was open to visitors, the main attraction was her Merlin helicopter – the Lancaster is the first to have the aircraft embarked operationally and had earlier been involved in a series of exercises off Plymouth to test its capabilities.

● Mayor of Lancaster Cllr Edna Jones inspects HMS Lancaster's ship's company as they exercise their Freedom of the City.

Picture: LA(PHOT) Andy Gedde

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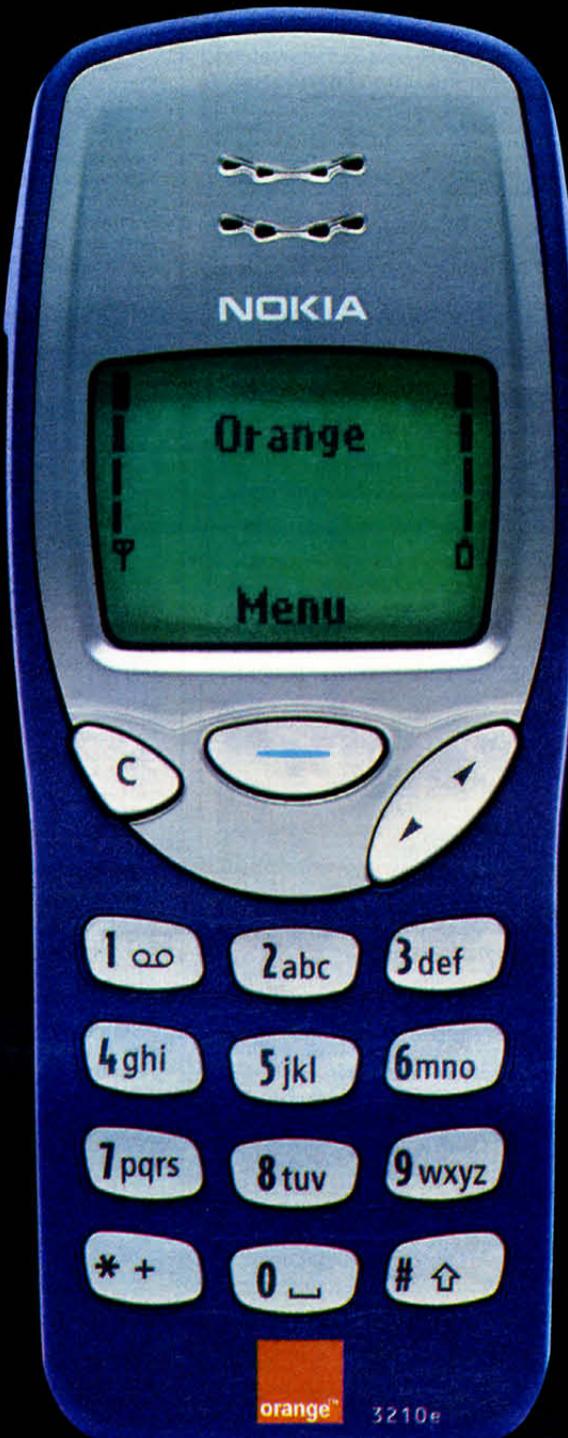
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The next vacation to Lourdes, France will be for one week & departs on Sunday 15th April. It is provided free of charge to children of the Service thanks to generous support from the Sailors Fund and King George Fund for Sailors.

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KELLY 21 tall, blonde, slim, attractive, is looking for serviceman for penfriend. Photo appreciated. a.l.a. Box Oct 2

SUE 39 gsoh, seeks sailor/marine 35-39 for fun/friendship/romance. a.l.a. Box Oct 3

PORTSMOUTH based attractive blonde 45 wlm male penpals with gsoh. Photo appreciated. Box Oct 4

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JAYNE 35, Blonde, blue eyes, single mum, would love to write to sailors. Box Oct 7

JILL 28 slim, tall, blonde, wlm genuine guy friendship/relationship. Box Oct 8

LISA 28, funloving, wlm, similar penpal, anyage anywhere. Photo appreciated. Box Oct 9

JENNIE 31, working, single parent. Seeks decent correspondence from genuine serviceman 30-36. a.l.a. Photo appreciated. Box Oct 10

HUMANITIES student. Golden hair, brown eyes, seeks officer 40+ for correspondence, possibly more. Box Oct 11

BLONDE bubbly, mermaid seeks King Neptune 40+ for fulfilled friendship, Portsmouth, a.l.a. Box Oct 12

SINGLE female 24, wlm senior rating/junior officer with gsoh for friendship/romance. Box Oct 13

DARE to respond? Single female 31, slim, green eyes, gsoh, looking for friendship/correspondence. a.l.a. Box Oct 14.

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You must be over 18 to advertise in this column.

People in the News

Enemies now firm friends



VETERANS of one of the most famous sea battles of World War II have been reunited on board HMS Victory.

When the German warship Scharnhorst was sunk by a squadron led by Admiral Fraser in HMS Duke of York on Boxing Day, 1943, only 36 of the 2,000 crew survived.

But over the last ten years veterans on both sides of the battle have established close ties and two Scharnhorst survivors travelled to England to meet their former enemies at a reunion in Portsmouth on board Nelson's flagship HMS Victory.

British sailors have been visiting veterans in Germany annually since 1989 but this was the first time Scharnhorst survivors have attended a reunion in England.

The men, in their late seventies, were warmly welcomed on board HMS Victory by the Second Sea Lord, Vice Admiral Peter Spencer, along with their friends, families and men who served on Scharnhorst's sister ship Gneisenau.

Admiral Spencer said that compassion after victory was a long tradition in the Royal Navy and that it continued with the wonderful example of friendship shown by the veterans of the Duke of York and the Scharnhorst.

Among the guests was 77-year-old Helmut Backhaus who remembers clinging to the mainmast of the Scharnhorst as 14-inch shells

rained down on the ship before destroyers moved in to finish her off with torpedoes.

Herr Backhaus said: "It was a terrible experience, over 1,900 sailors you know, and only 36 left."

"I was on the top as anti-aircraft leader. I had very big clothes, coats, and boots, but the ship capsized and I went into the water. I will never forget the first wave, so cold! I was in the ice water for an hour until HMS Scorpion picked me up."

Royal Navy veteran Charles Heyward was in a gun turret on board HMS Duke of York during the fierce battle which took place on a dark and stormy night.

He said: "The Scharnhorst had lost all her destroyers, they just couldn't find one another in the mountainous seas."

"When we came up to it the turret I was in fired a star shell to light the ship up. Her guns were trained fore and aft and she was a sitting

duck. Our 14-inch guns fired a salvo which scored a direct hit at a range of about seven miles. After that it was a running battle."

"It was one of the roughest seas you could get and I still think it's amazing that we were able to locate and out-gun the Scharnhorst."

After the battle, survivors were picked up by HMS Matchless and HMS Scorpion and taken to Murmansk before transferring to HMS Duke of York for the voyage back to Scapa Flow.

The Bismarck Association would like to hear from RN veterans of the action which sank her on May 27, 1941. A reunion is planned in Germany on the 60th anniversary. For details, write to Herr Dieter Heitmann, 22399 Hamburg, Weidenkoppel 19, Germany.

IN BRIEF

RN PATROL Service veterans held a memorial service in Grimsby on September 3 for the many men who lost their lives on minesweeping duties during World War II.

From 1939 to 1945, 39 minesweepers were sunk through enemy action and one man in every four was lost at sea.

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AN EXTENSION to NATO headquarters at Northwood was officially opened on September 1.

The building was needed after a restructuring within NATO which gave Northwood greater responsibility for Northern Europe and a corresponding increase in staff numbers.

□ □ □

A DEPLOYMENT to Norfolk, Virginia, was good news for CPO RS Furness' daughter Sallie.

She has just graduated from Princess Anne High School at Virginia Beach with an Advanced Honours Diploma and four awards for her work in forensics, as well as achieving six GCSE passes through a distance learning programme through Mercers College in Hertfordshire.

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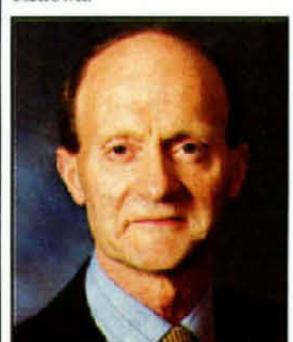
PETTY OFFICERS Mark Flynn and Andrew Jenkins have both gained a BSc in Environmental Science after three years at King's College, London.

After further practical training in December they will return to duty as full time Environmental Health Officers, helping to prevent disease and maintain the health of Royal Navy and Royal Marines personnel.

□ □ □

CAPTAIN Dick Strange has been appointed as the Chief Executive Officer of the Association for Project Management.

The former submariner (below) spent 36 years in the Royal Navy and was a Captain of the Polaris submarine HMS Renown.



Stephen enjoys Clyde day out



● **SUBMARINE VISIT:** Stephen Coombes and his mum Irene are welcomed on board HMS Vengeance by Lt Lanny Vogel.

After lunch in the Senior Rates Mess they visited the Clyde Marine Unit for a trip on the launch 'Millennium' which was the ideal place to watch police rigid inflatables being put through their paces at high speed.

Back alongside, the youngster enjoyed a tour of HMS Vengeance and a visit to the police armoury

before meeting the base's Senior Police Officer, Supt Gerry McAuley, who presented Stephen with a police helmet as a memento of his day out.

At the end of the day, a tired but very happy youngster was driven home by Jim McGinley, his Ministry of Defence Police host for the day.

Surg Cdr receives Order of St John



● Cdr Baker receives the Order of St John from the Lord Prior.

A ROYAL NAVY doctor has received the Most Venerable Order of the Hospital of St John.

The award to Surg Cdr Ken Baker is for his achievements in the Royal Navy Medical Service, but his links with St John's Ambulance Brigade go back almost 40 years when he was a cadet.

Ken said: "I have no doubt that my time as a cadet influenced the medical career path I chose and I am thrilled to receive this honour."

Cdr Baker joined the RN in 1966 as a medical assistant and he reached the rank of Commander in 1997. He is currently the CO of the Defence Medical College at Gosport.



People in the News



● LMA Michelle Thompson receives a traditional welcome in New Zealand. She said: "I was proud to be able to display my respected skills in New Zealand."

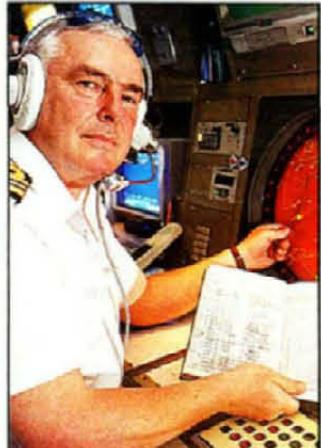
Controller has logged 1000 hours

YEOVILTON'S Lt Cdr Tim Appleyard has just logged his 1,000th hour of live fighter control.

Tim joined the RN as a seaman officer in 1976 before specialising as a fighter controller, and he has now recorded over 5,000 radar controlled intercepts world-wide.

He now heads the Royal Navy School of Fighter Control at RN Air Station Yeovilton and he is the senior practising fighter controller in the Service.

Another of Lt Cdr Appleyard's duties is to act as staff advisor on fighter control matters to Commodore Naval Aviation, Commodore Chris Clayton.



● MILESTONE: Lt Cdr Tim Appleyard, from RNAS Yeovilton, who has just logged his 1,000th hour of live fighter control.

Sailors set out for Antarctica

TWO expeditions to Antarctica will allow men and women from all three Services to attempt the heroic voyages of explorer Sir Ernest Shackleton for themselves.

More than 120 yachtsmen will be steering South as they sail the 50ft vessel Ice Maiden 10,000 miles from Britain to the tiny island of South Georgia.

But an even more challenging voyage awaits the crew of a replica of the 22-ft open boat James Caird which took Shackleton and a handful of men 800 miles across the Southern Ocean from Elephant Island to South Georgia.

The voyage is recognised as one of the greatest feats of seamanship ever recorded and it was only ever attempted by Shackleton through dire necessity.

Their ship Endurance was crushed by the ice floes during his attempt to reach the South Pole in 1914 and his men were camped on Elephant Island after a long and gruelling trek across the frozen wastes.

But Shackleton knew that they faced almost certain death unless he could reach the outside world to arrange for their rescue and South Georgia was the nearest inhabited landfall.

The yacht Ice Maiden has already set sail from the Joint Services Adventure Sail Training Centre (JSASTC) at Gosport with a crew of 12 for the first leg of the expedition, known as Southern Tartan Challenge.

But the final selection for the men who will sail to South

Naval staff sample life 'down under'

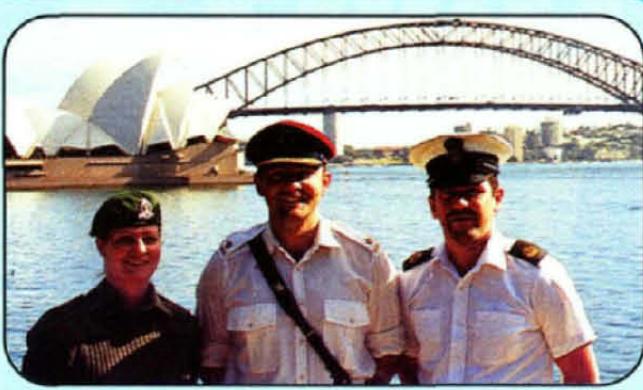
ALMOST 30 Royal Navy and Royal Marines staff had the chance to sample life in the defence forces of Australia and New Zealand during the summer.

They were all taking part in Exercise 'Long Look', a tri-Service exchange programme which sees UK staff changing places with similarly qualified personnel from 'down under.'

The RN and RM staff served in posts all over Australia from the tropical heat of Darwin, Cairns on the Great Barrier Reef,

Sydney, Perth, Brisbane, Melbourne and Tasmania, and in New Zealand, they were sent to both South and North Island from Auckland to Christchurch.

Next year 'Long Look' will run from May to September and anyone from Leading Hand to Lt Cdr can apply. For details, see RN Temporary Memorandum 194/00.



● CPO Steve Brown (right) with Major Chris MacGregor and WO2 Marianne Davey. He said: "I thoroughly enjoyed the challenge and working in the fantastic Olympic city of Sydney."



● ICE MAN: Navy Diver Eamon Fullen.



● HAPPY LANDING: Parachutist Lt Cdr Phil Gibbs is welcomed to the RMCS by NATO Secretary General Lord Robertson.

Phil drops in for his MSc

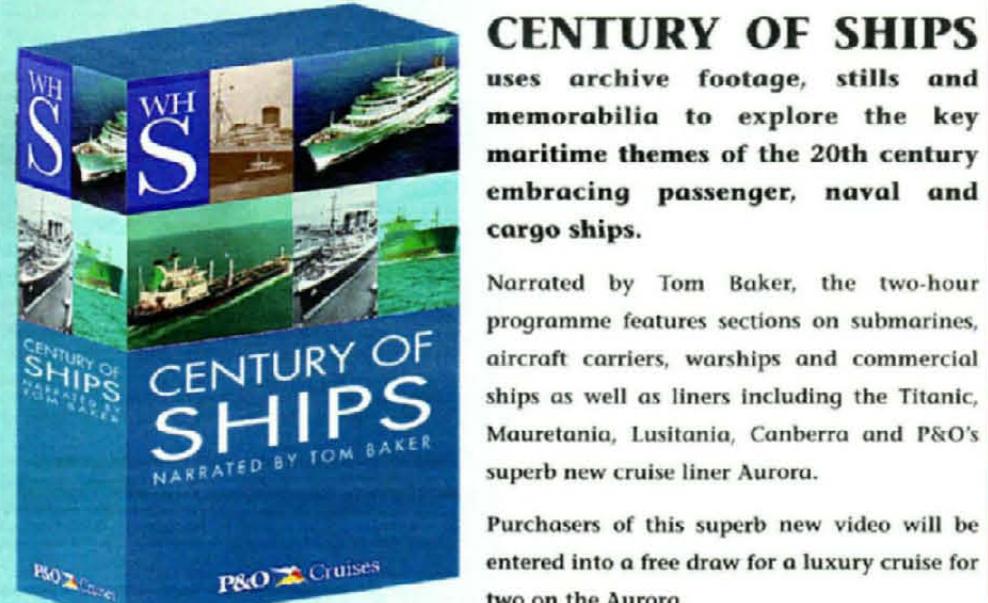
WHEN Lt Cdr Phil Gibbs arrived at The Royal Military College of Science at Shrivenham to be awarded with an MSc he was the centre of attention.

While most of the 350 graduates and post graduates drove to the College for the graduation ceremony, Phil was asked to skydive in with members The Silver Eagles, the Army Air Corps parachute display team.

Phil is the head of the Royal Navy Raiders parachute display team and when the Silver Eagles heard he was one of the guests they invited him to lead the team on the day.

His Master of Science Degree is in Information Systems and he is the first PWO to pass the demanding course at the RMCS at Shrivenham.

VIDEO OFFER



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● PIPERS: Members of the RN Pipers Society with their President (centre) Admiral Sir Jock Slater.

UNITY CALL BY TOP VETERANS LEADER

RNA President's vision of strong 'Navy League'

WHETHER or not the Royal Naval Association wanted a devotee of change when Admiral Newman was invited to become its President, it certainly has got one. And like all leaders who not only embrace change, but seek it, he is a man with a vision.

His hope and aim are for Naval veterans organisations and nautical charities to be revitalised and reshaped – with a stronger voice and increased unity and purpose so as to play a greater part in helping the Service to fight its corner and realise its basic needs.

"I believe that as the Navy gets smaller there is an increasing argument for a more cohesive veterans' organisation," he said.

'As the Navy gets smaller its voice will need to be cultivated in a more sophisticated, effective way'

"I start from the position of asking myself whether where we are now is good enough, and I have to say that it isn't. Changes must be made to improve what is a very disjointed approach to ex-Service people's matters."

Admiral Newman looks to the USA and Australia where he believes a strong Navy League generates a better understanding of the role of ex-Service people.

He said: "In the Ministry of Defence's personnel strategy document published earlier this year you'll see some fine words about what MOD feels about its veterans – but I believe those fine words need to be converted into a management framework. And while the MOD talks about what it does for its veterans, I would like to ask what the veterans can do for the MOD."

"It seems as the Navy gets smaller its voice in the community will need to be cultivated in a more sophisticated, effective way than it is at present. There are now fewer people in the community who understand the Navy – there are fewer people leaving the Navy to spread the message once they have left."

"The Navy needs to draw in its veterans who understand the Service and are able to explain to people in the community what the Navy is really all about. They are key players in spreading the message for the Navy and the MOD."

"Those people must be good for recruiting. They will be able to talk to people who might want to join – they will certainly be talking to taxpayers who would argue that they are looking for good value for money from the Services."

What he describes as the "direct-support component" of the veterans' organisations he foresees as having a greater role in recruiting, spreading the message, acting

SINCE he retired from active service over four years ago, Vice Admiral Sir Roy Newman has devoted much of his time to veterans' issues. As President of the Royal Naval Association he is one of Britain's leading figures representing ex-Service people, and has a long-held belief that deep and difficult changes must be made to evolve a more cohesive, useful and influential role for ex-Navy people. In this interview he talks to Anton Hanney about his personal hopes and plans for a strong new Navy League.

as an effective and informed lobby group, and helping with resettlement.

"These are tangible elements which I believe can be grouped together, and there is the other grouping – charitable support – represented mainly by about 144 nautical charities fundamentally aimed at providing emotional and financial help to Service and ex-Service people and their dependants who have fallen on hard times.

"That is a related activity, but I'd like to see those two activities – direct support and charitable aid – separated out in order to get a clearer vision of how we'd like to organise ourselves."

He supports the belief that amalgamation of charities would cut administrative costs to a minimum and lead to better co-ordination and effectiveness: "We can use information technology facilities that are now commonplace to spread the message, and I would like to see a coming together of a number of the charitable organisations which would lead to a reduction in over-

'If you look at most of the Naval charities you will see a great deal of overlap'

head costs and would mean better co-ordinated and effective use of contributions.

"If you look at the terms of reference of most of the Naval charities you will see a great deal of overlap, and you will also see elements of direct support – roles in spreading the message, lobbying and resettlement which are contained in many of them."

But he recognises that such a development is not going to be easy. "The more I have become involved with them, the more I realise that a number of the organisations are extremely conservative with a small 'c', and extremely parochial, and because they're voluntary, modifying them could be very difficult.

"I can understand this – people have given their money to a particular cause and they don't want to see it dissipated across a whole range of other activities – and so the five-card trick is to bring these charities together in a way that retains the personal commitment of the individual, but at the same time minimises the mistakes made in

terms of gaps in cover and too much cover in certain areas."

As an example of one area in which the need for change is glaringly obvious, he cites the separation in some cases of officers' and ratings' charities. ("There's something 19th century in that approach").

"King George's Fund for Sailors has for

'If we wait for the organisations to come together we could be waiting until doomsday'

some time tried to get to grips with the problem of getting charities together, and some progress has been made, but it's an extremely difficult area."

So what would be the first step in the "difficult area" of bringing unity in structure and purpose to these large – and sometimes sprawling – backroom organisations involving ex-Service associations on the one hand and charitable aid on the other?

Admiral Newman is urging that the lead be taken by the Navy's top personnel director – the Second Sea Lord (currently Vice Admiral Peter Spencer):

"If we wait for the organisations themselves, including my own, to take the initiative to come together and do some of the things I have talked about, there is such tremendous resistance within them that we could be waiting until doomsday."

The initiative for this reform should come from within the Second Sea Lord's department with the creation of a study group which will include representatives from the main organisations involved.

"It would look at the issues with the aim of modernising the machinery and tackling some of the known deficiencies right away.

"The organisations will respond more rapidly to change if the requirement comes from within the Service. If the Second Sea Lord, the First Sea Lord and the Navy want these changes, then those outside the Service that are seeking modernisation will have tremendous moral support."

"At the moment those who are seeking change are working in a vacuum, each person will be seen as paddling his own canoe and a great deal of scepticism and cynicism



● Admiral Sir Roy Newman – he believes changes must be made to improve "a very disjointed approach to ex-Service matters."

Picture: LA(PHOT) Dave Hunt

will creep in ...

"But if the statement comes from the Navy Board that it wishes to see veterans organisations and Naval charities being better employed and deployed, then the organisations themselves will say 'Now we see where you want us to go, we must do our best to match what you are looking for'."

While unwilling to pre-empt the results of any study by talking in depth about the detail of his vision, Admiral Newman does foresee the possibility of ex-Service people working alongside the Navy's existing resettlement, recruiting and welfare organisations.

"The grouping that I'm talking about would need to be co-ordinated and managed and must be closely aligned to what the Navy is doing today. Consequently, the centres where the Service operates would be ideal places for units of veterans' organisations to be placed, and where any interaction with the Service organisations that are working in the area of resettlement, recruiting and welfare needs to be established."

'It's going to take some time to get the machinery recognised, and there is a large number of people who are not going to agree'

Throughout the interview, Admiral Newman repeatedly made it clear that realisation of his vision of change would be the result of a Herculean task.

"Just getting the strategy agreed is not something that's going to happen overnight. If we were to be sitting here in five years time and we had a management framework in place, I would be delighted and somewhat surprised. It's going to take some time to get the machinery recognised and agreed, and there is a large number of people who are not going to agree."

Because a Navy League-type organisation could have a more powerful voice as a lobbying group for ex-Service people, Admiral Newman also foresees that there could be governmental unease about such

a change.

"It could well be that it is not necessarily seen to be in the Government's interest to bring together a strong, effective grouping of veterans so that they become a more coherent voice within the community. But seen from the veterans' perspective, it would be a great strengthening of their voice both within the community and within Government."

But wasn't the Royal British Legion fulfilling that role and could that organisation not take a lead in bringing about greater unity?

"The RBL does a very good job, but the scope of the issues are often too big. I would also have to say that the Legion is dominated by the Army, and consequently the Naval voice might be seen to be somewhat weak as expressed through the RBL."

"I would want to tackle the problems from an individual Service angle first, and later on see whether that role and purpose could be transferred to some big organisation like the RBL."

Turning to his own organisation, the RNA, the Admiral is aware that its reshaping and change could be a matter of life or death. "The RNA has got terms of reference and objectives aimed at doing a lot of what I'm talking about. Does it do them? – Not as well as it ought to, particularly in the semi-political area."

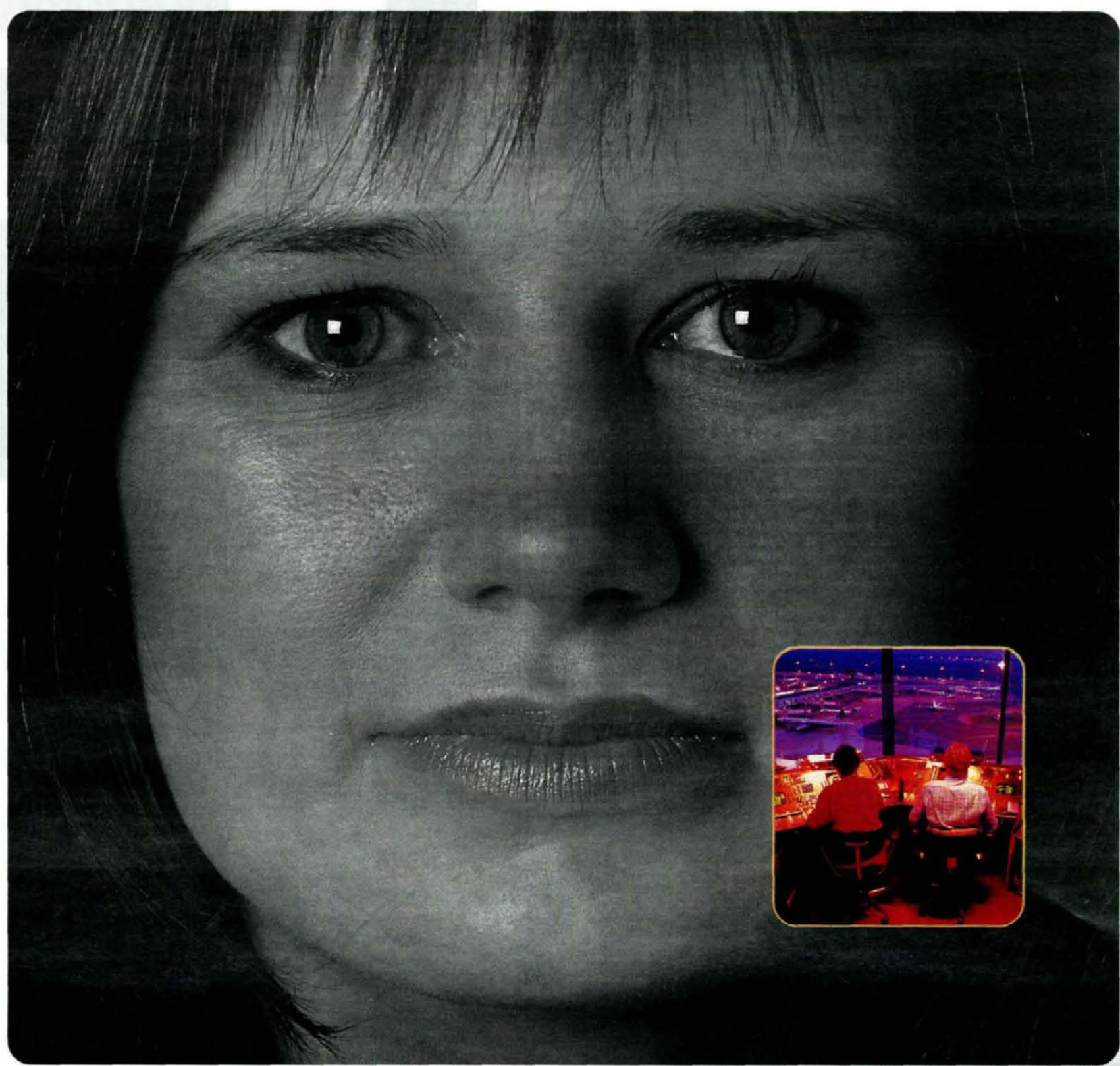
"Because the RNA was predominantly founded during the 1950s and was predominantly based on those who fought in World War II, the average age of the Association's 35,000 membership is somewhere in the 60s to 70s."

"To make ourselves an effective grouping we've got to recruit more people. We've got to lower the average age, we've got to make the organisation more dynamic and better informed – all these things are understood by a large number of members."

Admiral Newman believes that, with the current difficulties faced by such associations as his own, and with the problems of recruiting and retention faced by the Navy itself, the reshaping of the Service's veterans into a Navy League to provide better support for RN and Royal Marines, and through-life support to ex-Service people, is timely and appropriate.

"We need to make this small step for mankind," he said.

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Family Matters

Naples Brits pool resources to boost community spirit



THE QUALITY of life for British Service families based in Naples has leapt with the completion of the single biggest project undertaken by the community – the building of a swimming pool.

As the HQ of Nato's Southern Region, Naples has a significant and growing British Service contingent. The weather and food are good and the city is vibrant and busy, Nato staff officer Cdr Ian Hugo told *Navy News*. "But until now there has not been a focal point for the British community to meet, relax and play."

Over the past 12 months there have been several self-help initiatives undertaken as millennium projects, including facilities for the school there, single accommodation and –

most significant of all – development and improvement of the Hive Families Club.

With financial support from RAF funds, the swimming pool was opened in the summer and is now heavily used as a centre for relaxation and recreation. The Families Club has spawned swimming clubs for children, training and fitness sessions as well as what Cdr Hugo describes as a "fantastic facility" to enjoy an afternoon by the pool which includes a bar and shady garden for picnics and barbecues.

"The pool and the club have allowed the community interests to expand locally," said Cdr Hugo. "As an example the HQ diving team has put on displays and has given children of all ages a sample of this exciting sport."

The British pool has given the UK community a new zest at Nato's Naples headquarters.

Cleaning scheme to ease home moves

FAMILIES who would like to escape the task of having to meet Ministry of Defence cleaning requirements when they move out of a Service quarter can now join a pre-payment scheme which frees them from much of the stress of the handover.

From October 1 the scheme, aimed at lifting the worry and effort from Service families' shoulders, will provide for contract cleaners to achieve the specified standard – and it will be for the Defence Housing Executive (DHE) to ensure that the contractor meets the standard.

Cost varies depending on the size and location of the property, but the DHE believes that the Executive's bulk buying power will ensure a good deal.

As a guide, the cost for cleaning a Type C house for ratings could be £120 and £51 for carpets, plus VAT, making a total of about £200. For a Type IV officer's family quarter, the cost could be £135 and £85 for carpets, which with VAT totals £258.50.

Families must contact their local Estate Management Officer (EMO) to register their intention to take advantage of the scheme no fewer than eight weeks before they expect to move.

The EMO will arrange a visit six weeks before the move to make an assessment and give advice about such things as special requirements and the day-to-day cleaning stan-

dards residents are expected to meet.

The DHE will try to cater for those who are posted at fewer than eight weeks notice, providing they have registered and the pre-move assessment has been made more than four weeks beforehand. The DHE cannot at present offer the cleaning scheme to those who are posted at fewer than four weeks.

Payment should be sent to the DHE area office at least four weeks before the move by cheque only.

The DHE's Director of Housing, Wendy Jarvis, said the scheme is a very important initiative which supports the Armed Forces personnel strategy.

"It is well recognised that moving is a challenging time for the family," she said. "The added stress of having to clean the house as you are moving out is often a further unwelcome burden.

"For those who choose to take advantage of it, I believe that this new scheme will go some way towards making moving out a less traumatic experience.

"Families can, of course, choose



to do the job themselves – or make their own arrangements for a cleaning service. This is fine, but in those circumstances it will be necessary for the normal procedure to be undertaken at the point of move-out.

"It is that last-minute uncertainty, avoided under the new scheme, which I hope many will see as the prime benefit."

Details of how the scheme works are included in a letter to all occupants of family quarters.

FOUNDER of a fledgling charity to support bereaved Naval families, Julie Beale, is presented with a £406 cheque on board HMS Grafton – the ship in which her husband, Toby, was lost when his Lynx helicopter crashed into the South China Sea two years ago.

Julie (centre) is also treasurer of the Royal Naval Bereaved Families Association, and received the cheque from Lt Diccon Murphy. The money was donated by the people of Ipswich, Grafton's affiliated city.

Julie toured the ship with her family and met Grafton's current Flight Observer, Lt Graham Cooke (on the right). He had been presented

with the inaugural Toby Beale Award for the observer scoring the highest marks for his certificate of competence. Julie herself presented the award during the Lynx community dinner at RN air station Yeovilton.

During deployment with Standing Naval Force Atlantic, Grafton started a co-ordinated charity drive with a well-subscribed beard-growing contest.

The RNBFA was formed in January last year and is independent. It would be grateful for support, financial or otherwise. Contact RNBFA, PO Box 1, Building No 404, RNAS Yeovilton, Ilchester, Somerset, BA22 8HT.

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Submariners wives linked by website

A SUBMARINER'S London fiancee who felt cut off from the rest of the submarine community when he was away has now launched a special website for people like herself.

Suzie McFarlane, a personnel co-ordinator, hit on the idea when her fiance, Plymouth-based submariner Lt Paul Ottewell, was at sea on patrol.

She said: "I found myself longing to speak to someone going through the same experience. That's why I run the Submarine Families website, as a meeting

place for submariners' families – somewhere they can make new friends and gain support from other people who know what they are going through."

Anyone registering for membership of the site before the end of this month (October) will be entered for a free prize draw to win dinner and bed and breakfast for two at the Lodge on the Loch Hotel, Loch Lomond.

Suzie also hopes to offer a similar prize in the Plymouth area. Further information can be found on the site at:

www.submarinefamilies.co.uk

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New right of appeal against the Captain's Table

MAJOR changes to the Navy's disciplinary system come into force this month to ensure it is compliant with the European Convention on Human Rights. And there may be more to follow.

Under the new Armed Forces Discipline Act there will be four main areas of change that, according to Chief Naval Judge Advocate Commodore Jeff Blackett, are "fundamental to the way we do our business".

They are:

- A right of appeal for cases that have been dealt with summarily.

- After 48 hours, a judicial officer rather than a commanding officer, will decide whether a suspect or accused should be held in custody before trial.

- Ratings convicted after electing to be tried by court martial rather than by their CO cannot receive a more severe punishment than their CO could have awarded them.

- Some alterations to the handling of cases forwarded to the Naval Prosecuting Authority by way of election from summary hearing.

"The impact of the Human Rights Act on the country as a whole is going to be dramatic and we are going to see a lot of changes after October 2 when this is implemented at the same time," Cdr Blackett told *Jim Allaway*.

"What we've done is look at the Human Rights Act, looked at our processes, taken very senior legal advice and come up with a solution which we think should do the

trick."

Was there a danger that these changes could undermine Naval discipline?

"No – the whole reason for what we've done is to maintain the focus of military discipline where it should be – which is with the Command. That's why we've come up with a Summary Appeal Court, with one judge advocate and two lay members who will be in permanent session. The Captain's Table will stay the same as it's always been, the only difference being that if someone is unhappy with what happens there, then he can appeal."

How many were likely to take up the offer?

"It's too early to say, really – we don't know whether we're going to get one appeal or 1,000. However, we've made an educated guess that we'll get around five per cent from all people convicted by commanding officers.

Since we have about 4,000 summary trials a year we will have maybe 200 appeals to deal with – and that will be very manageable.

A deciding factor might be the fact that the Summary Appeal Court cannot increase a CO's punishment. The second important thing is that if a man is sentenced to detention by his CO he can appeal against that sentence – and

Navy law set in line with human rights

"The impact of the Human Rights Act is going to be dramatic" – Commodore Jeff Blackett.



while the appeal is going on he does not go into detention.

"The right of appeal is the most significant change here. Actually we generally have only very few people in close custody before or after being charged and awaiting trial – only one or two per year. So I don't see that as a big issue."

As the requirement for the Navy to become more compliant with general legal practice increases, would the Navy continue to need its own lawyers?

"That's the 64,000 dollar – or million dollar – question! My personal view is that we need our own legal system because it's quicker, it's more effective and it supports

the operational effectiveness of the Service.

"And our lawyers understand our Service people, particularly when it comes to sentencing. We sentence differently from civilians for very good reasons. For instance, a minor drug offence in a civilian court will only attract – even if it gets to court – a very small fine. Whereas in our court the man is likely to be both dismissed the Service and sent to detention.

"That's a huge difference in sentencing policy and it reflects the severity with which we are bound to treat drug abuse in our environment."

On the other hand, might there be some areas where the Navy was more lenient than civilian courts?

"That's more difficult to answer – in cases of minor violence, say, I would think that is the case. I've got no statistics to prove it – it's just my gut reaction.

"It's worth pointing out that in terms of petty crime we do better than society as a whole – our people are by and large law abiding citizens.

"There are proportionately fewer courts martial today than there were ten years ago and we never get to deal with really serious crime.

"Provided we can keep our courts and our discipline system human rights compliant, then we will retain them.

"I'm doing a lot of work at the moment on that issue – particularly because in 2006 we are going to

have a Tri-Service Discipline Act which brings all three Services into one system, where at the moment our disciplinary system is completely different from that of the Army and the RAF. And any new system too must of course be human rights compliant.

"We are being serious about human rights – just because somebody joins the Navy he shouldn't have to give them up. From now on, if he feels justice is not being done by his CO then there is a proper method of dealing with his complaint.

"I actually think this a great improvement for our system – but I would say that, because I'm a lawyer!"

□ See 'Smiles' – page 22

Education



A school for the individual

THE RECOMMENDATION by Education Secretary David Blunkett that boys be taught core subjects separately from girls comes as no surprise to the parents, pupils and staff at Mayville High School in Southsea.

Mayville started separate teaching of boys and girls more than five years ago and intends to open a Senior Boys Department, following the same principles, in 2002.

Originally a girls school, it quickly became apparent upon introduction of boys into the junior department, that they had requirements different to those of the girls. While not changing the curriculum dramatically, by focusing on the individual needs of boys and girls in separate classes, Mayville has promoted a happy and successful environment for both sexes. Of course, the girls and boys mix socially and for some lessons.

Mayville is a school for the individual, because in the small classes each pupil is supported or extended to meet their potential. The school fosters the child's self-respect and ensures that in the family atmosphere each child feels secure and ready to learn.

A Dyslexia Unit expertly supports those who need one-to-one reinforcement, while individual programmes are set up for those who need extension.

French (taught from the age of three), Music, Art and sports feature strongly throughout the school which, on October 6, is holding a 'Drop-in Day' for visitors. Informal tours can be arranged by calling 023 9273 4847.

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- ELECTRONICS (HNC, HND)
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Cambridge tests new gun

GUNNERY experts at HMS Cambridge have had their first chance to see the Royal Navy's new 4.5-inch gun in action.

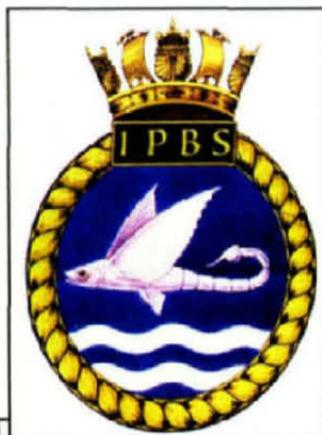
They were given a demonstration of the new Mod 1 Mark 8 weapon by the gun's manufacturer, BAe Systems.

The smooth dome of existing 114mm Vickers Mk8 gun has been replaced with an angular

shield to provide better 'stealth' qualities and the replacement of hydraulic gear with electronics makes it more reliable and easier to maintain.

The new gun will replace existing Vickers guns in the Navy's Type 23 frigates and it will be fitted as standard in the Service's new Type 45 destroyers. HMS Norfolk is to be the first vessel to receive it.

Summer - but no holiday!



SUMMER was no holiday for the ship's companies of the Royal Navy's 14 P2000 Patrol Craft.

While many RN personnel were enjoying some well-earned leave, the vessels of the First Patrol Boat Squadron took more than 350 students to sea from the University Royal Naval Units which they are attached to.

The boats were organised into different groups for the seven-week deployment which included visits to eight countries and 65 different ports.

Four different task groups were formed for the deployment which saw each vessel logging an average of more than 2,000 miles.

HM ships Example, Explorer and Archer sailed the furthest West when they reached Howth, Cork and Galway in the Republic of Ireland.

Kristiansund in Norway was the most Northerly destination for HMS Pursuer, HMS Punisher, HMS Dasher and HMS Blazer.



Söderköping in Sweden was the furthest point East, reached by HM ships Charger, Biter, Exploit and Express.

And Nantes in France was most Southerly port reached during the deployment when it was visited by HMS Smiler, HMS Raider and HMS Tracker.

Highlights of the deployment included a Royal Navy first for Charger, Biter, Exploit and Express when they achieved a transit of Sweden from West to East via the Gota Canal at Trollhättan and Lake Vanern and Lake Vattern.

Officer Cadets rubbed shoulders with the Royal Navy's most senior officers during a short voyage across the Solent.

During their summer deployment the cadets in four P2000 Fast Patrol Boats were called on to transport the Navy Board, including the First and Second Sea Lords, across to Cowes in the Isle of Wight.

HMS Example, HMS Explorer, HMS Archer and HMS Exploit returned from Ireland in the middle of their summer deployment in time to take the VIPs to the Isle of Wight for a function at the Royal Yacht Squadron.

The task gave the University Royal Naval Unit members and Young Officers from Dartmouth the chance to demonstrate their newly-acquired skills during Officer of the Watch manoeuvres in the Solent.



● SUMMER DEPLOYMENT: The P2000s of the First Patrol Boat Squadron sailed an average of 2,000 miles each during the Summer.



● SOUTHSEA: HM ships Example, Explorer, Archer and Exploit pass Southsea Castle on route to the Isle of Wight with the Navy Board embarked.

Smiler says farewell to Great Harbour

PATROL CRAFT HMS Smiler has said farewell to the harbour which has been her home for ten years.

The ship, which is attached to Glasgow and Strathclyde University Royal Naval Unit (URNU) has been based at Great Harbour, Greenock, since 1990.

But she has been transferred to Clyde Naval Base where purpose-built facilities will allow her to offer even more flexibility in training and greater opportunities to the next generation of URNU students.

HMS Smiler's Commanding Officer, Lt Don Mackinnon, was once a member of the URNU unit himself.

He said: "I was fortunate enough to be part of the crew which delivered HMS Smiler to Great Harbour in 1990 and now I have taken her out of there for the last time as her Commanding Officer."

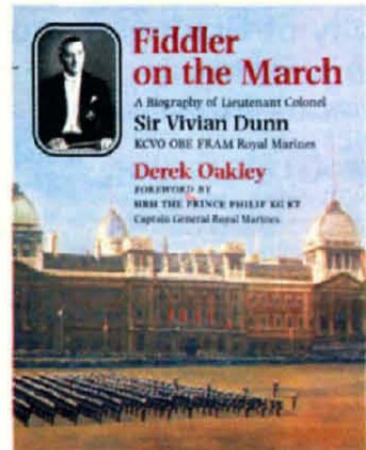
"By chance and good fortune I have been present at her first and last days at Great Harbour, although each time in very different roles on board!"

"It is always sad to end an association but this move can only be a positive step forward for both the ship and the URNU unit."

When HMS Smiler arrived at Clyde Naval Base on a rainy day in September, she was given a warm welcome by Rear Admiral Derek Anthony, Flag Officer Scotland, Northern Ireland and Northern England.



● FAREWELL: HMS Smiler, with family and friends embarked, on her last trip to Glasgow before moving to Clyde Naval Base.



The unique and fascinating story of Sir Vivian Dunn, violinist, composer, conductor, arranger. EMI Gold Disc winner and Director of Music in two Royal Yachts and HMS Vanguard – the Doyen of British Military Musicians.

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Invincible on guard in the Mediterranean

HMS INVINCIBLE is providing aircraft carrier cover for NATO forces in the Balkans where elections have been causing tensions to rise.

The ship, together with her escort HMS Liverpool and support ship RFA Fort George, will be on station in and around the Mediterranean as voting gets underway throughout the region.

HMS Invincible was due to take part in the United States Navy Exercise Unified Spirit in the Western Atlantic but she has been retasked to cover a gap in the US carrier presence which has been maintained since the NATO campaign to liberate Kosovo last year.

A spokesman for the Carrier Task Group said: "It is true that there is a lot happening in the



● **HMS INVINCIBLE:** CPO(AH) John Fanning brings a Harrier GR7 from 1(F) Sqn RAF forward to its launch position during a work-up before the ship set sail for the Mediterranean.

Balkans over the next few months, elections in the Former Republic of Yugoslavia, Kosovo and Bosnia, and difficult relations between Serbia and Montenegro.

"It would be wrong of us to ignore the possibility of further tension. We have 5,000 troops there and the UK remains committed to maintaining peace and sta-

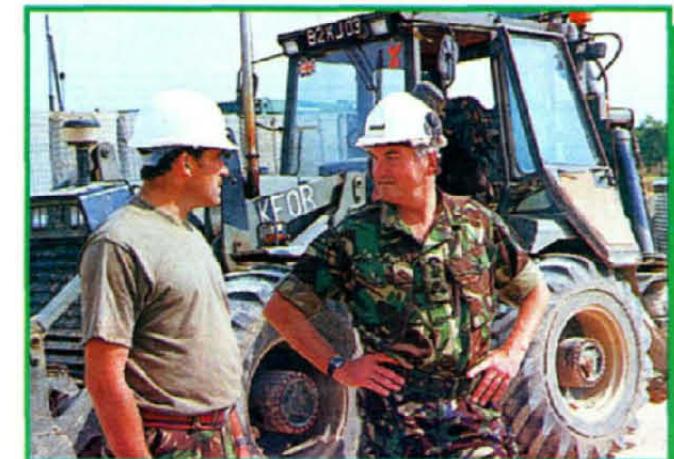
bility in the region."

HMS Invincible and her escort will operate chiefly in the Mediterranean where they will take the opportunity to exercise alongside Allies, but the ships will remain available for a range of potential missions in the Adriatic and elsewhere.

Before deploying, HMS Invincible embarked both FA2 Sea Harrier fighters and RAF Ground attack aircraft as well as her Sea King helicopters.

The spokesman said: "We are not expecting trouble but when we deploy our assets into potential trouble spots, we ensure that they are operationally capable.

"The Government has made it very clear that the objective is a peaceful and lasting settlement in the Balkans. We do not want further conflict. We want to see a stable region, moving forward.



Brigadier meets 'super sappers'

BRIGADIER Robert Fry meets a British Army sapper of 26 Engineer Regiment, which has been hard at work in Kosovo.

The sappers have been utilizing their vast range of skills in support of the multi-national brigade which Brigadier Fry now commands.

He went on to visit projects run by 8 Armoured Engineer Sqn near the Serbian border and the Queen's Gurkha Engineers who are working at Silivovo.

... as Royals arrive in Kosovo



● **HANOVER:** A Royal Marine is shown around Pristina by outgoing Fusiliers. The building in the background is one many religious sites which need to be guarded from attack.



● **ON PATROL:** A Royal Marines foot patrol in the countryside surrounding Kosovo's capital, Pristina.



● **SCHOOL RUN:** A nervous group of Serb youngsters are escorted to a school bus. The Royals are helping people on both sides of the ethnic divide to live a normal life again.

ALMOST 800 Royal Marines have arrived in Kosovo over the last few weeks and they've wasted no time in getting down to business in the country's capital Pristina.

The men, mainly from 45 Commando at RM Condor in Arbroath, have already started patrolling the streets of the city and surrounding countryside as the inhabitants attempt to rebuild their lives after the recent conflict.

Kosovo was annexed by NATO after the 78-day air campaign in the Spring of 1999 which forced Serbia's President Slobodan Milosevic to withdraw his troops.

But the arrival of the international force known as KFOR revealed atrocities on both sides of the divide between Serbs in Kosovo and the country's ethnic Albanians.

Keeping the peace is now NATO's top priority and the Royal Marines will spend the next six months there, as they help to share the burden which has fallen on Britain's armed forces.

While the Royal Marines are in Kosovo, the 5,000-strong Multi-national Brigade in Pristina is under the command of Brigadier Robert Fry from 3 Commando Brigade HQ at Stonehouse Barracks, Plymouth.



● **GOING UNDERGROUND:** A Royal from 45 Commando is shown one of the underground 'car parks' in Pristina which the Serbs used to hide their tanks during the NATO campaign.

Pictures: Steve Lewis

The Marines have also been engaged in the task of disarming the inhabitants of Pristina and searches for illegal weapons have led to the confiscation of rifles, machine guns and hand grenades.

Other duties include guarding religious buildings and helping to make sure that children can get to school safely without fear of attack, and a team from the Commando Logistics Regiment has endeared themselves to youngsters in Pristina with the completion of a playground in the city centre.

While the Royal Marines are in Kosovo, the 5,000-strong Multi-national Brigade in Pristina is under the command of Brigadier Robert Fry from 3 Commando Brigade HQ at Stonehouse Barracks, Plymouth.

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OPEN DAY

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SIXTH FORM INFORMATION EVENING

Wednesday 1st November 2000 7.00pm. Senior School

For further information and a school prospectus, please contact the Admissions Secretary:
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email: admissions@por.gdst.net
www.gdst.net/portsmouthhigh



Girls' Day School Trust

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Sea Cadets



• Cadet Sgt Sutton with his guard from MCD Scunthorpe unit and RMA standard bearers at the new town square naming ceremony at Stapleford.

Town square named for Gallipoli VC

NEW Town Square at Stapleford, Nottingham has been named after Gallipoli hero L/Cpl Walter Parker VC – and a guard and escort from Scunthorpe unit's Marine Cadet Detachment turned out for the opening ceremony.

This also featured standard bearers from Royal Marines Associations in the area and fanfare trumpeters from the RM Band Service.

L/Cpl Parker, who had his home in Stapleford, was in charge of a party of Royal Marine stretcher bearers who went through heavy machine gun fire to carry water, medical supplies and ammunition to an isolated forward position at Gaba Tepe, Gallipoli on May 1, 1915.

By Parker's own account, their mission seemed so hopeless that an Australian officer threatened to shoot him if he tried to pass! But, as it seemed to Parker he

was likely to be shot by the enemy Turks anyway, he ignored the Australian and moved on.

It was broad daylight as Parker's party emerged from the shelter of their trenches and made their way across open ground. One man was hit and wounded at once. Parker organised the stretcher party for him and went on, eventually reaching the beleaguered position alone, the other water and ammunition carriers having been killed or wounded.

He gave first aid treatment to the wounded lying in the trench and remained cool and collected "in very trying circumstances", as his VC citation put it.

When the position was finally evacuated, Parker helped to move the wounded, although he had been seriously wounded himself while crossing to the trench and later in the trench itself.

Parker's eyesight had never been good, which had resulted in him being posted as a stretcher bearer. It got worse as a result of his injuries and he was discharged as unfit sometime before receiving his VC from King George V. He died in 1936.



Scuttle buffers unite

HELPING to restore Britain's last surviving World War II destroyer HMS Cavalier, now on show at Chatham Historic Dockyard, is Cadet Ernest Brand from Medway unit. He was among 70 volunteers who spent a weekend cleaning up and painting the 56-year-old ship – see page 29.

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Four nations in Bermuda exchange

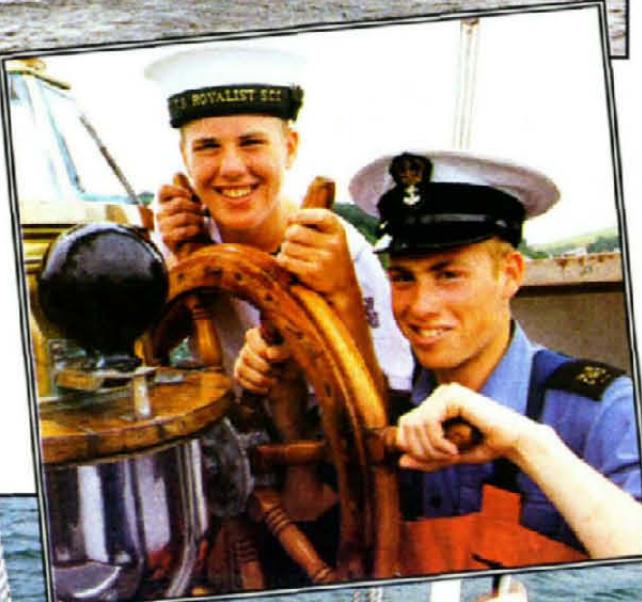
Visiting the Maritime Museum at Hamilton during this year's Sea Cadet exchange visit to Bermuda are (left to right) Sgt Alastair Eager (Worthing unit), PO Holly Pickersgill (Basingstoke), AC Helen Clayton (Preston), Lt Theresa Archbold (Fleetwood), PO Tracy Williamson (Fleetwood), PPO Laura Glass (Fleetwood) and LC David Wright (New Romney).

The exchange had included cadets from Canada, USA and Zimbabwe. They met the Governor of Bermuda, the Premier and other heads of Government departments.





Sea Cadets



Serious fun is the slogan that defines the spirit of the Sea Cadet Corps – and nowhere is it better understood than in TS Royalist.

The serious side was well demonstrated this summer when the 30-year-old brig, manned by permanent crew and 24 novice Sea Cadets came to the rescue of a yacht off Jersey in the Channel Islands.

The yacht, with six people on board, had lost her rudder after running onto rocks, and the Royalist hauled her off before passing the tow over to the lifeboat which arrived 20 minutes later.

Earlier the Fort Blockhouse-based ship, supported by the Offshore Divisions three 35ft yachts, took part in the Sea Cadets 2,000 spectacular at HMS Raleigh – and this time the fun came to the fore as an unprecedented number of Cadets were given a taste of 'life before the mast'.

TS Royalist's captain Lt Cdr Gordon Paterson told *Navy News*:

"Normally our operating cycle is spread over a week with 24 youngsters joining us from all over the UK."

"This allows a throughput of about 800 novices a year, but this time we took 24 to sea each day over eight days, sailing at 10a.m. and returning in the evening – nearly 200 in just over a week, none of whom had ever been to sea in a square-rigger before."

Besides the permanent crew, providing extra support were a number of experienced senior Cadets – including the Leverette brothers, Colin and Simon, from Tunbridge Wells, shown here (left) at the helm.

Pictures:
LW(PHOT) Sue Rose



Royalist sails into some 'serious fun'



Win A Family MiniCruise 4th – 7th November 2000

A great weekend of entertainment, in true nautical style!

Join up with Shep Woolley and his jolly jack tar pals. There will be sea shanties, jigs and reels, as well as top cabaret Artists and brass bands!

The HMS Victory Riggers and The Guild of Knot Tyers will also be onboard to offer tips and advise on knot-tying skills - an ideal time filler for children of all ages!!

Quizzes and competitions, an Ukkers Championship, and a free tot of Rum for every passenger!

P&O Portsmouth has joined forces with The Navy News to offer you the chance to win a 3 night MiniCruise for 2 Adults and 2 children to Bilbao, on the P&O Portsmouth flagship, *Pride of Bilbao*. The prize includes a four berth inside cabin.

P&O
PORTSMOUTH



You'll sail from Portsmouth, the UK's best-connected ferryport on Saturday 4th November 2000 at 20:00hrs, arriving in Bilbao on Monday 6th November 2000.

After spending four hours ashore in northern Spain, you will set sail again, arriving back in Portsmouth on Tuesday 7th November at approximately 17:00hrs.

As well as the many maritime traditions that will be on offer, you will also have the opportunity to utilise the many facilities onboard *Pride of Bilbao*, the largest and most luxurious Cruiseferry on British waters!

In short, it's a real 5 star naval cruise experience.

To enter this competition, simply answer the questions below:

Name two of the nautical entertainments on board *Pride of Bilbao*

1: _____ 2: _____

Send your entry with your name and address to: Navy News,
HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

– All entries must be received by 20th October 2000 –

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Foreign warships visit UK

FOREIGN ships large and small have been visiting South Coast ports.

Perhaps the most spectacular visitor has been the Argentinian Navy tall ship *Liberdad*, which called at Southampton for almost a week during a training cruise.

Devonport is currently hosting the 4,900-tonne German 123-class frigate *Bayern* as she undertakes a six-week operational training programme, assisted by Flag Officer Sea Training staff.

Six smaller warships made a formal visit to Portsmouth – including one actually based in the city.

The six comprised a German tender, FGS *Mosel*, whose captain commands the force, and five minehunters which form NATO's Mine Countermeasures Force North Europe.

The ship in familiar surroundings was Sandown-class vessel HMS *Grimsby*, which was joined by FGS *Gromitz* (Germany), HNLMS *Zierikzee* (Netherlands), BNS *Primula* (Belgium) and HNOMS *Karmoy* (Norway).

■ RFA *Sir Tristram* was visiting London as *Navy News* went to press. The landing ship was berthed alongside HMS *Belfast* in support of the Army's Royal Logistic Corps Millennium Celebrations.

Marine view

THE ANNUAL exhibition of the Royal Society of Marine Artists will be staged at the Mall Galleries, The Mall, in London between October 18 and 29.

Admission is £2.50, £1 for concessions, and during the exhibition a programme of events takes place to allow the public to meet the artists and see them at work.

Navy confirmed as leader in diversity



● S/Lt Sarah Parker takes the plunge in Malta.

The Royal Navy has been confirmed as the country's top diversity practitioner.

Produced by AnSer House of Marlow UK – publishers of the influential *New Impact Journal* – the first national league table of the top 200 aspiring diversity practitioners has the Navy in number one spot.

The position arises from the Service's efforts to achieve equality policies, recruitment and retention strategies, and in achieving genuine integrated diversity, both within the organisation's culture and its structure.

Second Sea Lord Admiral Peter Spencer, who is responsible for the Navy's personnel policies, including recruitment, said: "I am delighted that such an authoritative body in the world of diversity

practice as AnSer House of Marlow UK has recognised the advances that have been achieved by the Royal Navy in the fields of diversity practice and equality or opportunity."

"I hope sincerely that this recognition by universally-respected experts will greatly reassure members of the ethnic community of the Royal Navy's determination to be a truly equal opportunities employer."

"It is our firm intention to offer a first-class career to all, free of prejudice, regardless of race, colour or creed."

■ *New Impact Journal* is a British magazine which promotes minorities positively and provides a forum for dialogue across the communities and the sharing of good practice.

Trophy for adventurers

THE MEN and women of HMS Montrose have climbed and dived their way to a trophy marking the greatest contribution to promoting adventurous training by a ship.

A total of 20 people, from a ship's company of 178, were involved in the ten expeditions while their frigate was on NATO Standing Naval Force Mediterranean duty.

The total vertical height climbed was more than

15,000m – including 1,550m of vertical rock face – almost 250km was walked, and the accumulative depth dived was 320m.

Among the highlights of the expeditions, which claimed the Bulawayo Trophy, were diving the clear waters off Malta, climbing the active volcano Mt Etna, and trekking the snow-covered hinterland of Naples in midwinter.

Concert supports SSAFA Forces Help

A CONCERT in the beautiful surroundings of the Almeda Gardens in Gibraltar has helped raise money for SSAFA Forces Help on the Rock.

Bandmasters of the Royal Gibraltar Regiment past and present, Billy Booth and Richard Watterson, joined together to present 'Music for a Summer's Evening' using musicians from the Royal Gibraltar Regiment Band and the Royal Corps of Signals (TA) Band.

Playing in an arena which featured fish and terrapins lazing in a lily-filled pond which fronts the stage, the musicians ran through a wide variety of music, including a range of Frank Sinatra songs sung by Francis Chippolino, a local singer with a widely-appreciated voice.

The evening was well-supported, and among the audience

was the Governor of Gibraltar, David Durie, and the Commander British Forces, Gibraltar, Commodore Andrew Willmet.

All money raised by SSAFA Forces Help in Gibraltar stays within the area in order to support past and present members of the Royal Gibraltar Regiment, UK-based Service personnel and ex-Service members who have retired to Gibraltar.

VISITORS from as far as the USA and Bermuda witnessed the dedication of a memorial to the wartime naval base at Rosneath, near the current base at Faslane. Rosneath – used by both the US Navy and Royal Navy – closed in 1948.

Timeshares to be drawn

TEN TIMESHARE locations, from Scotland to France, are available in a portfolio of 60 self-catering holiday weeks through the China Fleet Club Charitable Trust.

Holidays are in the summer season, June to September, at a cost of £425 per week for up to six people,

News in Brief

THE RANDOM Salad Company Theatre Club at HMS Collingwood has chosen Aladdin as their pantomime for this year.

Performances will be on December 7-9 (7.30pm), with 2pm matinees on Saturday and Sunday December 9 and 10. Tickets are £4 (£3 concessions) with reductions for block bookings. Details and bookings on 01329 332240.

A TEAM from BBC Children's TV science programme *Why 5* visited Faslane to look at how submariners are supplied with fresh air while underwater.

The programme, screened later this year, explains how oxygen is extracted from seawater, and presenter Ortiz looks at living conditions for the crew of Trident submarine HMS *Vengeance*.

THREE VW cars are the top prizes in the annual raffle in aid of SSAFA Forces Help.

The draw will be made on December 8 with the first prize being a two-litre Beetle, second a 1.4E Lupo and third a one-litre Lupo. Commanding officers are being asked to nominate an officer to sell tickets, available at 25p each (£1 a book) from Bradley Pearce, SSAFA Forces Help, 19 Queen Elizabeth Street, London SE1 2LP (tel 020 7463 9222).

A GERMAN Enigma code machine will be one of the star attractions at a Flagship Portsmouth learning weekend.

Other events between October 6-8 include the opportunity to learn a shanty in HMS Warrior and a maritime film quiz. Some events are free, but those inside attractions will require tickets.

Further details on 023 9286 1512, or see the website at www.flagship.org.uk

A PLAQUE has been unveiled at the Ingledene Hotel, Sannox, on the Isle of Arran to mark the foundation of the SBS – the Special Boat Squadron.

Originally known as the Folboat Section, it was formed with men from the 8th Scottish Commando during World War II, and consisted of two officers and 12 men.

Although disbanded at the end of the war, the SBS was eventually re-formed by the Royal Marines.

VISITORS from as far as the USA and Bermuda witnessed the dedication of a memorial to the wartime naval base at Rosneath, near the current base at Faslane. Rosneath – used by both the US Navy and Royal Navy – closed in 1948.

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Tireless stays at Rock

REPAIRS to submarine HMS *Tireless* will be carried out in Gibraltar after a panel of independent nuclear experts advised the Government of Gibraltar that the work poses no threat to the public or workforce.

The Trafalgar-class submarine limped out of the early stages of the global Naval Task Group 2000 deployment when a fault was discovered in her primary coolant system, which has been identified as a 2mm crack in a weld.

The boat made her way to Gibraltar, and the Ministry of Defence announced its preferred option was to repair the submarine there, rather than risk a long tow back to the United Kingdom.

Some residents and workers on the Rock opposed the plan, fearing a radiation leak or nuclear accident – but the MOD emphasised that there has been no external leak of any radioactive material in Gibraltar, nor any nuclear risk.

A temporary licence to proceed had to be obtained, and independent experts appointed by both the MOD and the Gibraltar Government confirmed that the repair could go ahead.

The work will be conducted in accordance with

established safety standards, using the same expertise and facilities as is available in the UK.

The Gibraltarians' statement that they would not oppose the repairs was welcomed by Defence Secretary Geoff Hoon, who said: "It is in everyone's interests now for the work to be carried as quickly as possible so that HMS *Tireless* can return to operational duties."

"I have therefore given instructions that the repair should begin immediately."

"We appreciate the wholly legitimate concerns of the people of Gibraltar. We will continue to keep them fully informed as the repair work progresses. We are grateful for their understanding and support."

It is understood that the submarine is likely to remain in Gibraltar until the end of the year – the repair work will only take a few weeks, but there is much preparation to be done, and the submarine will have to complete routine testing before she is ready to return to sea.

■ The Deputy Mayor of HMS *Tireless*' affiliated town has visited the submarine and its crew in Gibraltar.

Ray Kirby was staying with friends and relatives on the Rock and took the opportunity to drop in on the boat on behalf of the town of Rugby.

Drafty

Drafting Co-ordination Office and the Naval Casualty Co-ordination Centre:

Backroom boys with a vital job

TWO OF the lesser known, but vital services within Drafty's empire are the Drafting Co-ordination Office and the Naval Service Casualty Co-ordination Centre.

Behind the "Front Line" of Drafting Desks, there is a silent, invisible team picking up the loose ends, and keeping the wheels turning, the Drafting Co-ordination Office (DCO).

This office arranges Closed Drafting Periods for deployed ships, co-ordinates drafting responses to major ship programme changes, manages Special Billets, sends ERD printouts to ships every six months, oversees the distribution of draft orders and co-ordinates clearances for Local Foreign Service nominations.

It also co-ordinates Leadership, Ship Protection Organisation and Intermediate Sea Safety Courses, and some NBCD courses - and that's before stand easy!

DC1, the Office Manager, has, amongst his many tasks, the administration of Special Billets (there are currently less than 20 of these billets compared with over 300 ten years ago), and arranging commercial courses as part of Pre-Joining Training packages for ratings drafted to ships with non-standard equipment, for example HMS Ocean and HMS Scott.

DC2, the Draft Order Processor, processes about 500 draft orders on an average day, ensuring that none has gone missing in the overnight printing process and that for certain drafts, the necessary administrative notes have been attached.

The Course Co-ordinator (DC3) has been in the DCO since 1978! She also keeps a "little black book" of short notice volunteers for Leadership Courses, so if you want to get in her good books, give her a call.

Points of contact in the DCO are: DCO, Lt Cdr (Ret'd) Mervyn Dunhill (93 844 2565); DC1, CPO Writer Jimmy More (2567); DC2, Wren Writer Paula Scott (2532); DC3, Mrs Liz Dean (2566).

The Naval Service Casualty Co-ordination Centre, or NSCCC for short, has three functions:

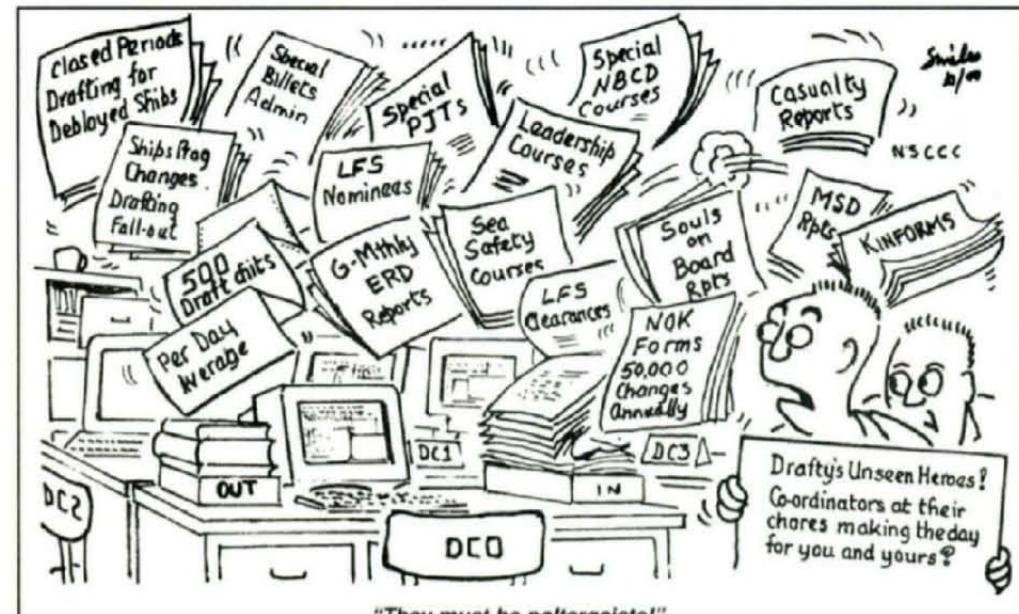
Processing S537 Casualty Notification/Next-of-Kin forms.

Maintaining an up-to-date Souls On Board record for all seagoing units.

Acting as the focal point of the RN and RM centralised casualty reporting system for Major Ship/Shore Disasters (MSD) in peacetime or for battle casualties in time of war.

All three functions are inter-linked. A NOK form is rendered when a recruit first enters the Service and is updated each time a person moves to a different unit or whenever the details on the form change.

Through improvements in technology, the details can now be input from units straight to the Naval Manpower Management Information System (NMMIS) computer in Centurion Building using the new Pay Administration System (PAS). Whilst PAS is in its



"They must be poltergeists!"

early days, and until the accuracy of this inputting improves, hard copy forms S537 are still having to be completed. The NSCCC processes about 50,000 NOK changes a year. It is vital that a new form is submitted whenever details change.

This is particularly important if the name, address or telephone number of the next-of-kin or additional nominee change.

The accuracy of this information is paramount and depends on you keeping it up to date, so that should casualty 'Kinforming' ever be required for real, the right person can be informed as quickly as possible. Souls On Board details are signalled by all HM Ships and Submarines, Royal Fleet Auxiliaries, Ships Taken Up From Trade, detached Naval Air

Squadrons, deployed Naval Parties, Royal Marines Commandos and other units so that an accurate account of the whereabouts of every Naval Service person can be maintained by the NSCCC and administered in the event of casualties arising from a MSD or war.

A MSD is defined in broad terms as any incident involving, or likely to involve, 20 or more casualties.

The NSCCC is responsible for co-ordinating operational information with "Person to be Notified" information from NOK forms and directing Casualty Action Centres, situated in RN/RM establishments round the UK, to inform the nominated persons of casualties; this is known as 'Kinforming'.

A telephone enquiry service for anxious families and friends is provided by the NSCCC Naval

Enquiry Cell which is manned by volunteers. The NSCCC permanent staff, a Regulating Petty Officer, a civilian Administration Officer and three civilian Administration Assistants, are responsible for exercising and training watchkeepers and volunteer personnel for the MSD situation under the direction of a supervising lieutenant commander.

In times of crisis or war, they are replaced by a full complement of RN and RM personnel drawn from Crisis Donor Billets throughout the Naval Service.

NSCCC CONTACTS

Office & SOB Manager: RPO Paul Taylor, 93 844 2755. **SOB Assistant:** Dave Albray on 2730. **Training Manager:** Mrs Julia Rooney, 2623. **Persons to be Notified Enquiries:** Mrs Sue Holder on 2753 and Mrs Sara Lambie on 2754.

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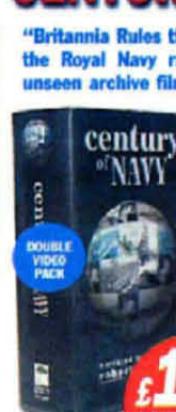


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NEWSVIEW

Laughter over lunch

A couple of months back my secretary received a telephone call inviting me to lunch which sent her into fits of laughter the moment the caller identified himself.

Which isn't the response I'd normally expect from her, because she is made of pretty strong stuff, is Sue. In the course of her daily duties she gets to deal with a whole raft of strange requests – and even stranger callers.

Anyway, this one finally sent her over the edge – so that he quickly, if rather sheepishly, felt constrained to drop me a line in apology: "I am grateful to Sue Sullivan for listening to me over the telephone to what I am sure she must have thought was something of a hoax call..."

He had announced himself as "Mr Second Mate of the Batti-Wallahs Society". That's what did it for her – and for me, too. I said "What?"

Still, I turned up at the appointed hour at their august and long-established trysting place, the National Liberal Club at No 1, Whitehall Place, SW1 – which, judging from the many cartoons and candid portraits adorning its walls, has a long tradition of extending hospitality to radical, if not downright loony societies and caucuses.

The Batti-Wallahs turned out to be a delightfully idiosyncratic (if not certifiably batty, as their title implies) bunch of lads who like to lunch. Membership is drawn from those who serve or have served at sea in the business of electrical engineering.

Their curious history is given by them as follows: "Before the advent of the electric arc 'Search Light' ships were unable to navigate the confined waters of the Suez Canal during darkness. The Search Light was first used in the Canal and the Red Sea in support of troops on shore by HMS Dolphin, a 950-ton sloop which was fitted with the light in 1884 and, as related by the Chief ERA of Dolphin – grandfather of one of our Presidents – she was known by locals on the station as 'The Moonshine Ship'; all of interest to the P&O company whose vessels could not move at night."

The first recorded night passage of the Canal using a Search Light for navigation was the P&O vessel SS Carthage in 1888. The name HMS Dolphin is cherished by Batti-Wallahs for the above good reason, but also because her last years were spent as a submarine depot ship at Fort Blockhouse, Portsmouth, to which she gave her name.

"P&O Search Lights were operated by trained electrical engineers nicknamed by their P&O colleagues Bhutti-Wallahs, the Hindustani word for 'lamp men', which was duly corrupted to Batti-Wallahs and applied to all P&O ship electrical engineers.

"This new race of specialists developed an informal routine of taking lunch together when in London and in 1906 a few enthusiasts formed the group into an organised society. So popular did it become that its membership was soon widened to the electrical engineers of all Merchant Navy lines and the Royal Navy with its related services.

"The official badge of the Society perpetuates its origins for it incorporates the Red and Blue Ensigns, the Crown and a search light with the device LUCE DUCO (I lead by light). The flags on our stationery represent the letters B.W.S. and it is amusing when at lunch to recall that if they are used in single letter hoists, they mean respectively: 'I am carrying dangerous goods'; 'I need medical assistance'; 'My engines are going astern'.

"Port and Starboard lights distinguish the President's table behind which appropriate ensigns and flags are displayed..."

That's the Batti-Wallahs, then – and I commend them to you. Over the years they have allowed membership to widen still further, although the dual qualification of electrical engineering and maritime experience has been retained – an eminently sensible attitude that many more maritime clubs and associations would do well to emulate.

● Contact Jim Bass, Mr Mate/Hon Secretary of the Batti-Wallahs Society on 020 8850 9170

WARFARE BRANCH RATINGS PROVE THEIR WORTH IN - Testing times for Operator Mechanics

Operator Mechanics, the new all-round specialists trained in the Warfare Branch, are set to form the backbone of the modern warship's manpower. From recent experience, the Commanding Officer of HMS Southampton, Cdr Mark Trevor, spells out the real advantages of the OMs to the operational Fleet – as well as the career benefits they themselves enjoy.

Following in the footsteps of HMS Exeter, HMS Southampton is only the second Type 42 destroyer to be manned at Junior Rate level exclusively by Warfare Branch ratings.

Currently there are 94 Operator Mechanics on board in various Rates from LOM through OM1 to OM2.

Some of the senior LOMs joined the RN ten or 12 years ago as source branch ratings and were able to transfer to the Warfare Branch whilst the most junior OM2s have been in the RN for less than a year.

HMS Southampton has had a very busy 15 months since emerging from refit in May last year.

Following an extensive trials period she completed Operational Sea Training at Devonport last autumn and then deployed in February for six months to the Falkland Islands on Atlantic Patrol Task (South).

Now, after operations in support of the British Forces in the Falklands, the re-supply of South Georgia and several port visits to South America, she has returned for a period of patrolling in UK waters conducting various exercises with other NATO nations.

Throughout this period the Warfare Branch has matured from an embryonic team, many members having come straight from shore training courses, to the current motivated and dynamic unit. Most apparent is the clear focus of their contribution to the security of their nation, particularly in the field of air defence, which is the ship's main role.

In the Southampton the implementation of the Warfare Branch has been a great success. The new manning ethos has been embraced

and the concept of each OM being employable in a variety of jobs, both maintaining and operating the ship, is fully supported by the management.

The flexibility created not only assists managers to organise the allocation of work and manpower but more importantly provides variety of employment to the individuals concerned.

With greater understanding of how their systems work, the OMs are able to operate their equipment more effectively as well as fix it when it breaks.

This generates both pride and a sense of ownership, which benefits everyone on board. Indeed the strong showings by both Exeter and Southampton during Operational Sea Training are testament to the fact that a Type 42 can operate under intense operational pressure with Warfare Branch manning.

The training afforded by the Warfare Branch is second to none and promotion is rapid. It is possible for a motivated individual to move up through the ranks very quickly.

Becoming a Petty Officer by the age of 25 is a real possibility and those that achieve this rank not only have sound understanding of operations, but gain significant credibility from a detailed knowledge of the technical aspects as well.

Modern warfare is reliant on technical superiority, equipment reliability and motivated, well-trained operators. The first issue is in the hands of the Ministry of Defence and the second and third both lie very firmly at the feet of

the Warfare Branch.

As HMS Southampton has proved during a very successful deployment to the operational theatre of the South Atlantic, the OMs are allowing our warships to operate efficiently in high intensity operations with fewer people.

□ See also page 32

● LOM(AW) Steven 'Mac' McGowan (28) gun controller of the 4.5in gun in HMS Southampton (inset). He spent much of his spare time in her last deployment studying for promotion to Petty Officer, passed his board and now has one exam left to take.





• REPLENISHMENT AT SEA: HMS Fearless conducts a RAS with RFA Oakleaf and RFA Gold Rover during operational sea training.

FEARLESS READY IN RECORD TIME

ASSAULT SHIP HMS Fearless is back in business with the Fleet after completing her operational sea training in record time.

The assault ship's return to operations after six months in Portsmouth dockyard gives Britain's amphibious forces a huge boost in capability.

And HMS Fearless has already sailed for the multi-national Exercise Argonaut in the Mediterranean with HMS Ocean, HMS Northumberland, HMS Scott, Royal Marines from 42 Commando and two RFAs.

The package of operational sea training which she completed in record time covered all aspects of

the ship's fighting, damage control, engineering, administration and seamanship skills.

And it also tested the skills of 4 ASRM, the Royal Marines Assault Squadron which is permanently based on the ship.

The CO of HMS Fearless, Captain Chris Parry, said: "We were set a tall order, to prepare the ship to rejoin the Fleet after six months alongside in half the time which most ships have."

"The ship's company have worked miracles over the last few weeks and the result is a tribute to

Pictures: LW(PHOT) Christine Wood

their efforts. We are now ready for our forthcoming deployment and going out to do what we do best!"

Commodore Niall Kilgour, the Commander of the Amphibious Task Group, said: "This deployment gives us the opportunity to put the ATG through its paces and it includes a major NATO exercise off Turkey involving a substantial number of ships and amphibious forces from many nations."

Argonaut 2000 also aims to build on relationships established in the area and a series of goodwill visits to over ten countries has been planned.

One of the first official duties for HMS Fearless after her OST was to pay a visit to her affiliated town of Scarborough.

During the passage from Portsmouth, the ship was joined by members of Scarborough's Borough Council, Rugby Club and Sea Cadet Unit.

On arrival, the ship anchored off and used her landing craft to ferry more than 4,000 visitors to the ship while the sailors took on local sports teams over the weekend.

A highlight of the visit was a fun run held in the grounds of the Castle and the ship is hoping to make it an annual event.



• FIRE AWAY: A 20mm gun shoot during operational sea training.



• FUN RUN: Sailors from HMS Fearless join local children at the start of a fun run in the ship's affiliated town of Scarborough. They hope to make it an annual event.



• SUNSET: A landingcraftsman of 4 ASRM at the helm.



• TOWEX: HMS Fearless takes RFA Brambleleaf in tow.

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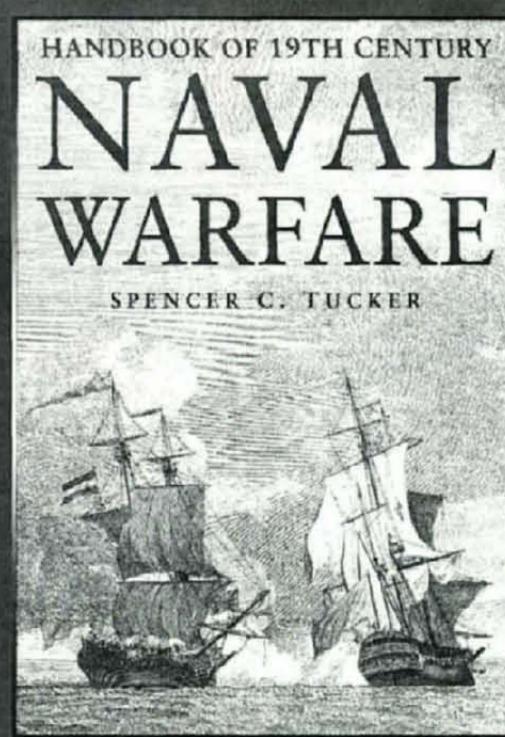
Background...

The nineteenth century was a crucial period in naval history when the advancement of technology was great in almost every area of maritime military activity. At the beginning of the century the Napoleonic wars marked the zenith of fighting sail and wooden hulls. By the dawn of the 20th century, heavily armed iron-hulled warships, powered by oil-fired boilers and driven by screw propellers, pointed to the shape of things to come.

SPENCER C. TUCKER is a professor of Military History at the Virginia Military Institute, USA. He is the author of thirteen books, six of these on nineteenth century naval warfare (three for the US Naval Institute) with two more currently in production.

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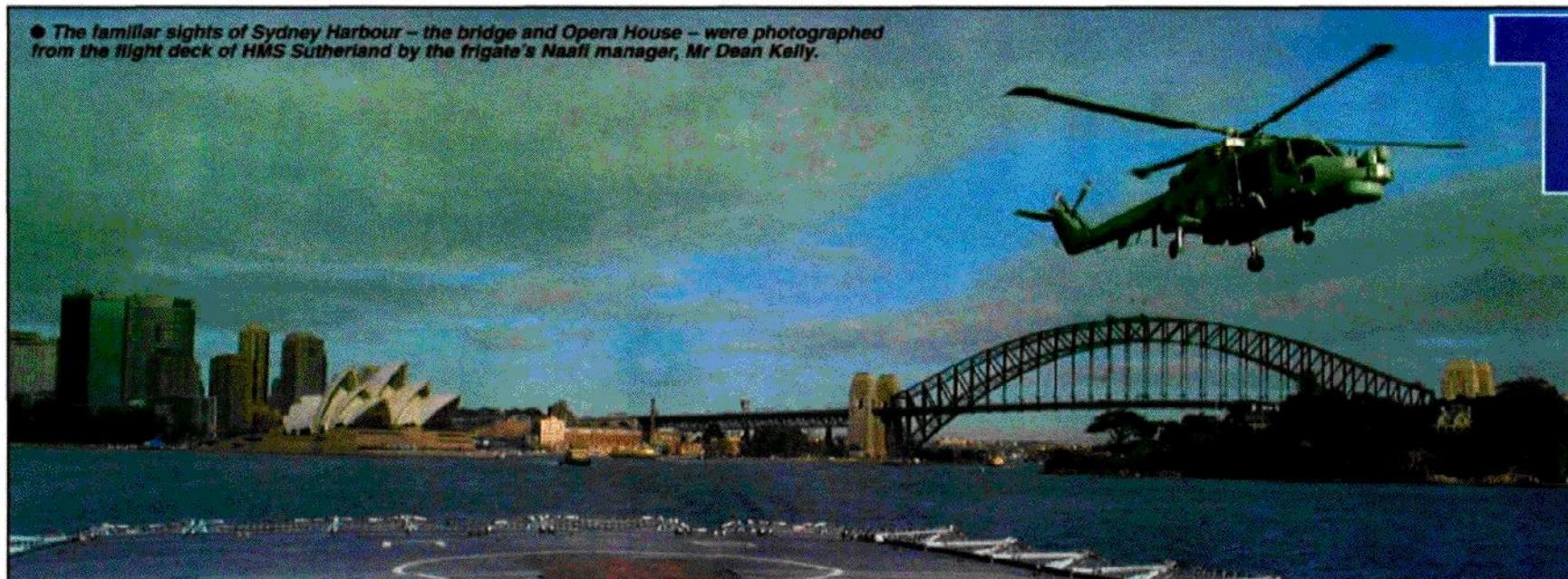
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Ships of the Navy's global task group have reached the furth

The familiar sights of Sydney Harbour – the bridge and Opera House – were photographed from the flight deck of HMS Sutherland by the frigate's Naafl manager, Mr Dean Kelly.



Tim

THE ROYAL Navy's global Task Group 2000 has continued to show the White Ensign in cities and countries which rarely catch sight of a British warship – though in one port it was a familiar symbol until 1997.

Hong Kong, which reverted to China three years ago – still provided a warm welcome for the ships of the task group.

And Capt Tim McClement, the Commanding Officer of HMS Cornwall, had a particular interest in paying respects to those buried

Frigate visits Pacific islands

HMS SUTHERLAND has picked her way through a number of paradise islands in the Pacific – and followed the path of the Bounty mutineers.

The Type 23 frigate, in company with Royal Fleet Auxiliary tanker Bayleaf, left the main body of Naval Task Group 2000 in Singapore, making her way via Malaysia, Brunei and Papua New Guinea to Australia.

While in Malaysia, two teams of sailors, including Commanding Officer Cdr Rupert Wallace, climbed the highest peak in the region, the 4,101m-high Mt Kinabalu.

Her first port of call Down Under was Cairns, for a spell of maintenance, followed by Sydney – though she just missed the Olympic Games, as she was one of the last vessels in the harbour before it was closed in preparation for the athletes.

Sutherland then visited Wellington, in New Zealand, before steaming out into the Pacific and a number of rare visits by a British warship.

Suva in Fiji was a veritable metropolis compared with some of the ports the frigate reached in the following weeks – in one case there was no port, just an anchorage outside a reef.

Sutherland's approach to Palmerston Island, in the Cook Islands, was a delicate operation – the waters of the atoll remain uncharted, so the 133-metre frigate was led in by her sea-boat 100 metres in front, with the crew taking depth readings with a handheld echo sounder.

During the two-day visit, every one of the ship's company of 180 had the opportunity to experience life on a paradise island – it takes about an hour to walk round its shores, and has a population of 57.

A short religious service was followed by a beach barbecue, and the sailors donated £200 to help towards the building of a school.

The frigate was greeted in Tahiti, French Polynesia, in traditional fashion by a dance group which performed a welcome ceremony on the jetty, and presented sailors with garlands.

The group were then invited to do an encore on the flight deck, with sailors joining in.

It is believed the last Royal Navy

vessel to visit the island was HM Submarine Opossum in 1990 – but possibly the most famous Naval presence was HMS Bounty in 1789, which remained there for six months collecting breadfruit tree saplings.

The ship sailed for the Caribbean, but the infamous mutiny off Tonga resulted in Captain Bligh and a small party of loyal seamen being forced into a small boat, in which they made an epic journey to Timor.

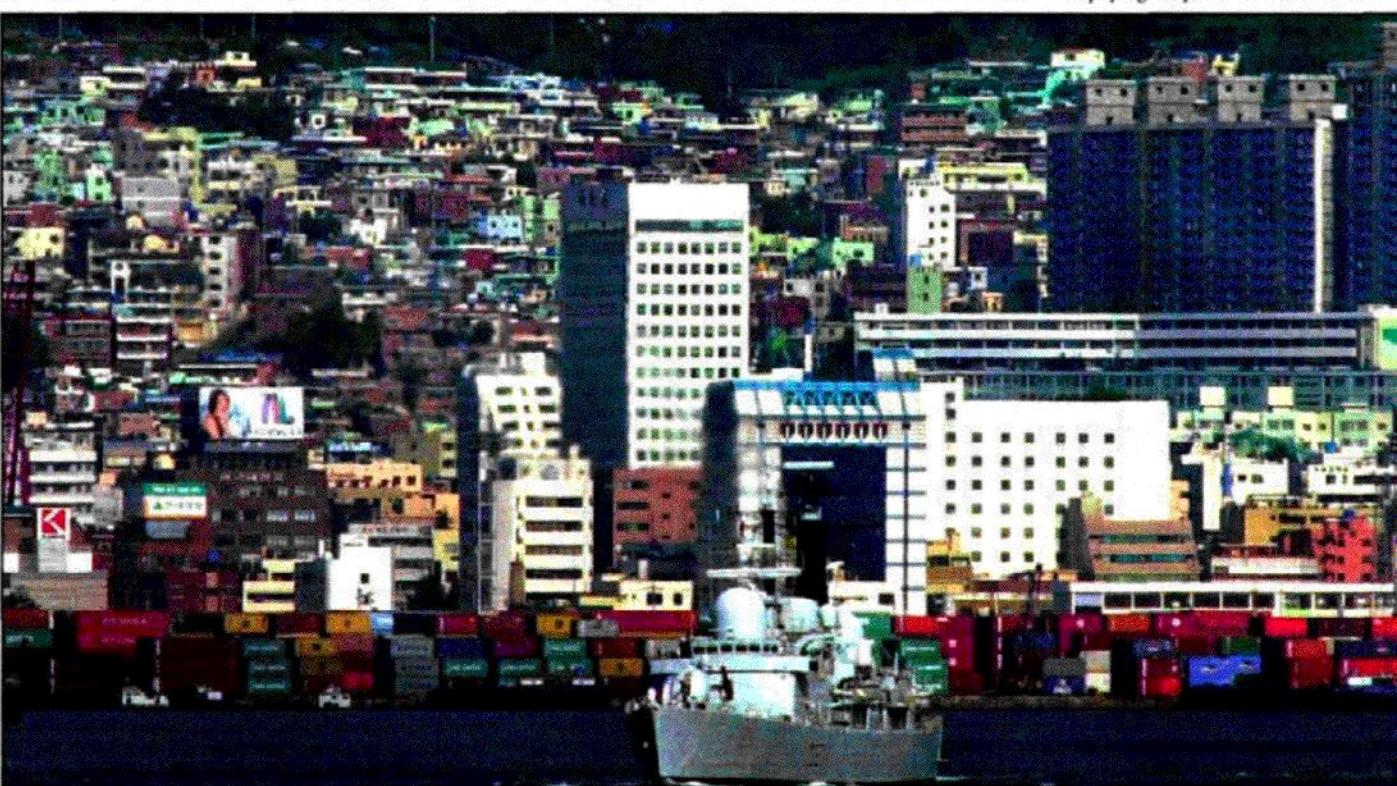
The mutineers returned to Tahiti in the Bounty, and eventually the leader, Fletcher Christian, and a party of sailors and Tahitians set up a community on Pitcairn Island.

Sutherland also set course for the island, taking the Governor of Pitcairn, Mr M. Williams – also British High Commissioner to New Zealand – to visit the community established by the mutineers.

The frigate's programme has given her ship's company a chance to experience some exotic sights and sounds – and provided two sailors with memorable birthdays.

OM Daniel Juston and CH Fraser Brown celebrated their 21st birthday on September 4, as the ship crossed the International Dateline from west to east.

In order to 'lose' the extra day, the ship's clocks were moved back 24 hours, giving a second September 4 – and allowing Daniel and Fraser to celebrate their birthdays for the second day running.



● ABOVE: HMS Newcastle leaves the Korean port of Pusan, from where she sailed with HMS Cornwall and RFA Fort Victoria to Tokyo.

● LEFT: HM ships Cornwall and Newcastle visit Vladivostok, the first visit in many years by Russian ships to the headquarters of Russia's Northern Pacific Fleet.

● RIGHT: OM Row, of HMS Cornwall, lays a wreath on the grave of a friend of the family.

Pictures by LA(PHOT)
MARK HIPKIN and
LA(PHOT)
DARREN MACDONALD



● RIGHT: Members of the ship's company of HMS Cornwall catch up with events from around the Fleet in Navy News while crossing from Kowloon to Hong Kong Island on the Star Ferry.



● Take your partner: OM Andy A. Tahitian dance group on the flight

est points of their deployment – but there is still much to do

Time to head back

in Stanley Military Cemetery in Hong Kong – his grandfather, a businessman in the colony, had been Chief Air Raid Warden in 1941, and many of his friends died in internment at Stanley prison under Japanese occupation.

Capt McClement and the Commanding Officer of the French ship Aconit, Cdr Benoit Silve, laid wreaths at the cemetery on behalf of the task group.

The ships – Type 22 frigate HMS Cornwall, destroyer HMS Newcastle, frigate FS Aconit and RFA supply ship Fort Victoria – then continued to make their way

round the coast of Pacific Asia.

Newcastle's programme took her into the Chinese port of Qingdao before crossing the Yellow Sea and Sea of Japan to the Russian port city of Vladivostok.

The home of the Northern Pacific fleet rarely features on any Royal Navy deployment, prompting thousands to turn out during the four-day stopover to visit the ship.

And sailors returned the compliment by engaging in a programme of sporting events, tourist visits and charity work.

Personnel from both Cornwall and Newcastle helped out with work for Mercy Corps International, carrying out vital renovation work at the children's TB hospital and a daycare centre unit for children suffering from cerebral palsy.

Once again, time was put aside for the war dead to be honoured by members of the task group.

HMS Newcastle's next port of call was Pusan, in South Korea, arriving in very different circumstances to her predecessor.

Fifty years ago the cruiser HMS Newcastle turned her guns on the Communist forces which surrounded the United Nations and South Korean forces in the enclave of Pusan. A second front was opened

up by the bold landings at Inchon, relieving the pressure on Pusan and proving a turning point in the Korean War.

But the current Newcastle arrived at a time of improving relations between North and South Korea, and once again RN sailors honoured the dead in a far-flung cemetery.

A bugler played the Last Post during a Service of Remembrance, conducted by RN chaplain Rev Martin Gough, and the Commanding Officers of Newcastle and Cornwall, Cdr Steve Pearson and Capt Tim McClement respectively, laid wreaths.

Pusan, a thriving city, boasts the world's fourth-largest container port and the world's largest shipyard.

But although the welcome was no less warm than elsewhere, a torrential downpour meant that only 50 people ventured out to tour HMS Cornwall.

The two ships, in company with RFA Fort Victoria, then exercised with two ships from South Korea, the Man Chun and Nam Won, before sailing for Tokyo.

■ See next month's *Navy News* for full reports from Tokyo and Pitcairn Island.



● ABOVE: PO Dave Sibson (left) and Lt Cdr Dave Bence are greeted in Vladivostok by girls in traditional costume.

● BELOW: Members of HMS Cornwall ships company visit the Peak on Hong Kong Island.

Flotilla is given variety of roles

NAVAL Task Group 2000 has a number of tasks to fulfill as it makes its way round the world.

The group – originally eight-strong, but now down to six – shows that the Royal Navy is still committed to representing the United Kingdom's interests abroad.

NTG2000 also demonstrates the country's ability to deploy a far-reaching, self-sustaining force of ships – although the group suffered an early blow when submarine HMS Tireless was forced to drop out in the first few days with a problem in her reactor cooling system (see page 20).

The inclusion of a French ship, the La Fayette-class FS Aconit, added a new dimension to the deployment – the first time a foreign warship has been included in such an undertaking.

Visits to friendly nations have

given defence firms the opportunity to demonstrate equipment, and the warships have exercised with ships from navies in the Mediterranean, the Gulf and the Far East, including the major Five Powers Defence Arrangement Exercise Flying Fish.

Although sailors have been able to soak up the sun and follow the tourist trails in a number of exotic locations, the deployment is far from a pleasure cruise.

Self-maintenance periods, fire drills and other emergency practices, as well as group exercises, have kept the ships' companies on their toes.

As *Navy News* went to press, the main body of the group had completed the Asian leg of the deployment and was heading for Honolulu, where they are due to be joined by HMS Sutherland and RFA Bayleaf before the reformed Task Group heads for San Diego, the Panama Canal – then home.

● Fuel ahead: Following the Naval Task Group's visit to Pusan in Korea, HMS Cornwall (left) and HMS Newcastle (astern) replenish at sea (RAS) from RFA Fort Victoria. The ships were taking part in a day of exercises with two Korean vessels.



Millicent Dunbar joins a member of the Huriama (Wind of the Valley) crew on deck of HMS Sutherland in Tahiti.



**Cap'n Plank
says**
**"A-ha me
hearties!"**

It be a sad thing but the nights be drawing in now and we be thinking about Autumn. Just ye all take care when ye be going and coming back from school. Make sure ye wear bright and light clothing so ye can be seen in the dusk and dark!

This be a right spooky time of the year. I be watching out for them there ghost ships! Technocat has purr-suaded me to let him have a party. He and the crew better behave themselves or they'll be scrubbing the decks with them witches brooms! I be looking to go off on me travels again so don't forget to keep ye letters coming to keep me company on the high seas!



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QUESTIONS :

How many Realms are there at Crealy Park?
What is the name of the Mexican Rollercoaster?

Name..... age.....

Send your completed entry to:- 'The GangPlank Club'
Navy News - HMS Nelson, Queen Street, Portsmouth, PO1 3HH

Closing date for entries - 31st October 2000

The editors decision is final - relatives & employees of navy news are ineligible.
under 18's must be accompanied by an adult. height /age restrictions apply to some attractions & facilities.

The GANG PLANK Club

TECHNOCATS HALLOWEEN HUMDINGER!!!

Captain Plank has allowed Technocat to have a very special Halloween Party.

He's allowed to invite all the crew and five friends.

Technocat likes to be organised, so he has just typed out the list of things he needs to make the party really cool. If you are having a party you could check out Technocat's list.

TECHNOCAT'S GHOSTLY BASH!

1. PARTY INVITES - on orange card with black writing!
2. DECORATIONS - orange balloons, decorated with black sticky paper • orange and black crepe paper twists • pumpkin lanterns • old white sheets with faces drawn on them and hung from the ceiling or stairs • Orange or red paper plates with ghoulish faces drawn on them and pinned to doors • Brooms with handles covered in crepe paper
3. FOOD - Log on to the web for some great Halloween recipes. Two of the best sites I found are www.transcendzero.co.uk and www.halloweenmagazine.com
4. DRINK - concoct my favourite Witches Brew, into nice warm tomato soup put a few drops of Worcestershire sauce to make it hot enough to keep the spirits away.
5. GAMES - I love Bobbing for Apples, also Musical Ghosts, just like statues but you have to take on a gruesome pose when you stop. I think I'll ask Bert to make up a Wizard quiz based on the Harry Potter books.
6. TRICK OR TREATING - We will have to ask Captain Plank if he will let us do this. Perhaps we could just play this game amongst the partygoers, must remember to get some nice treats!



NEW - MMM! WONKALATE

FROM NESTLÉS

WONKALICIOUS PURPLE WONKALATE WITH SNOZZBERRY

We have Bars to give away! First 10 members to write in will receive these Wonkalicious treats. Don't forget to send your name and address and mark it "Wonkalate"



THE MESS DECK

Thanks for all your letters, do keep writing - we love it!

Thanks to James Garrity,
age 8 yrs
for your Sunflower poem.

Sunflowers as pretty as gold
Under the raindrop tree
The Sunflowers grow nice
and shiny as the stars
I say let the sun shine,
let it shine shine shine
I want Sunflowers to grow in
the heat and let them live,
let them live
I like his painting,
let him paint paint paint
Right now I can't follow you
on your journey

The end

Here's Paul Kitching's drawing of a Naval Commander - it's brilliant Paul. Paul has also built a new pond in the garden, send us a photo Paul! We'd love to see it.



Hi to Laura Wood, Captain Plank says his Dad remembers your Grandad on HMS Tuscan, he was very naughty!
Glad to hear your sunflowers are doing well Penny Hughes.
Have everyone's sunflowers grown big and tall now? We want to see your photos of them.



SHIVER ME TIMBERS ME CREW HAVE RE-BUILT ME WEBSITE

At last me and me crew are getting the hang of this 'ere internet. Technocat has helped me and the rest of me crew to re-build our website and right dandy it is too. We put our heads together and decided you landlubbers were getting a bit lazy and needed some new and exciting things to do. So look lively, hoist ye keyboards and report directly to me website!



Susie's World

When it comes to fashion, Susie is your best friend! Click for all the cool tips this Autumn and some hot news from TV and radio.

Techno World

Keep it neat! Visit the pages of our technical 'Whizz Cat' and get the low down on his favourite subject - computers.



Bert'sWorld

- Bert's Bumper Quiz
- Bert's Nifty Knots
- Go to sea with Bert
- Bert says
- Q&A
- Tales of the sea



www.navynews.co.uk

Fidget's World

Fidget is our environmentally conscious feathered friend eager to tell you how you can help save the world. You know parrots, they never stop talking and he's bursting to tell all! Can you solve his puzzle? Go on have some fun and try.



Click on the Fun

Room and discover competitions and a chance to win some 'booty'!



Gianni's World

Step into the galley and get your taste buds tickled with Gianni's latest 'food fad'. A sizzling selection of creative cooking with the latest Fab Food Facts and 'must know' trivia.



Herber'sWorld

- Find treasure
- Roll out the barrel
- ahoy there me hearties!
- explore the seas



Meet the rest of the crew online in the Crew Room and join in the fun.

Don't Forget to add me site to your favourites

AND KEEP SURFIN'
or you'll miss me latest adventures

www.navynews.co.uk
and click the Gangplank button

HAPPY HALF TERM

Suzi and the Gang are all looking forward to half term. Even on the ship Captain Plank makes the Gang do their school and college work but, at half term, the Gang are allowed to take time off.

This time the Gang is going to find the nearest wood so they can go on an Autumn nature trail. There are lots of these all over the country - why don't you go on one too. Look out for details in your local newspaper or contact English Nature or your local Wildlife Trust for details.

Lots of museums have special activities during half term. Here's one Suzi knows about:

Weald and Downland Open Air Museum, Singleton, Chichester, West Sussex. Find them on the web www.wealddown.co.uk

FLY THE FLAG ON TRAFALAGAR DAY

October 21st is known as Trafalgar Day. This is because the famous naval Battle of Trafalgar happened on this day in 1805.

It was a great British victory over the fleets of Spain and France who had got together to fight the British.

The famous Admiral Horatio Nelson commanded the Battle.

He was an excellent commander and well known for his clever battle plans.

For this particular Battle of Trafalgar Nelson knew he had to be very clever. The enemy fleet had 33 ships and 2640 guns. The British fleet only had 27 ships and 2138 guns. Knowing he was outgunned Nelson decided to divide his fleet into two and drive them through the enemy fleet. It was very successful and what

was left of the Spanish and French fleet had to flee to escape. Whilst the Battle was successful it ended in tragedy - Nelson was shot by a musket and died of his wounds.

Although the fighting was over quickly it was a very important victory for Britain. The Battle of Trafalgar started at 12 noon, Nelson was shot at 1.30pm and by 3pm the Battle was over.

The GANG PLANK Club

Please enroll me as a member of The Gang Plank Club.
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If you would like any further information before applying, call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone). We will also accept payment by:- Visa, Delta, Access, Mastercard, Amex or Switch on orders of £5.00 or over

Or join online at www.navynews.co.uk/gangplank

Birthday Congratulations!

Thomas Anderson	Mark Frost	Scott Patrick
Samantha Andrews	James Gentry	Ella-Mae Payne
James Appleby	Helen Gent	Christopher Peters
Lisa Austin	Daniel Goodall	Elliot Peters
Helen Bailey	Jemes Harding	John Prosser
Gabriel Bailey	Tom Harrison	Nina Pullen
Nam Bambara-Abban	Liam Hart	Steven Quilter
Damian Barker	Hannah Hartland	Lindsay Ranson
Christopher Barnes	Laura Haskins	Ellis Reader
Liam Barrows	Samuel Hayward	Vickie Rider
Heather Batten	Michael Holyoak	James Roberts
James Bayes	Joseph Hopkins	Vicky Roberts
Jack Best	Liss Hornsby	Bernadette Roberts
Joseph Bird	Andrea Hughes	Maggie Robin
Gareth Blakemore	Penelope Hughes	Ian Robinson
Owen Bonini	Roger Irwin	Sophie Rogers
Thomas Booth	Jackson Jenkins	Adebambo Salawu
Ruar Box	Katherine Johnson	Jack Sergeant
William Britton	Rebecca Jones	Thomas Seal
Michael Burford	Natalie Kershaw	Clark Simon
Joshua Burnham	Liam Kilby	Zoe Smith
Daniel Butcher	David Kirakidis	George Somers
Bret Butler	Paris Kirk	Jack Somers
Richard Butler	Kit Leahy	Lisa Southworth
Joseph Buttrick	Sophie Lewis	Charlotte Squires
Anthony Cable	Stephanie Liss	Charles Stewart
Jeannie Campbell	Toni Lister	Jeremy Stone
Louise Carle	Katie Lucas	Donna Swarbrick
Michael Carr	Jenna Lucy	Rebecca Swarbrick
Michael Carr	Lawrence Luff	Emily Tindale
Chloe Clarke	Callum MacKey	Jordan Tyre
Charlotte Collier	Joseph Manning	Hamlet Van Der Vliet
Chloe Cox	Richard Matthews	Amy Wakeham
Megan Cox	Charlotte McCaffrey	Paul Ward
Oliver Crossing	Alexander McQueen	John Ward-Nickolson
Paul Cunningham	Georgina Miller	Alexandra Waterhouse
George Daniels	Nigel Miller	Jeremy Wathen
Justin Davis	Elizabeth Minns	Megan Watson
Nikita Diamond	Jonathan Minns	Laura Watts
Kristin Dixon	Christopher Moore	Robert Wetts
Ian Downing	Liam Mourby	Keith Wells
Matthew Drew	Andrew Nevitt	Karl Welsh
Jason Dwyery	Georgina Newman	Daniel Whalley
Peter Dyson	Lauren Newnam	Matthew Whitman
Justin Edwards	Lawrence Newport	Amy Wicks
Jennie Elliott	Eleanor Nichol	Joshua Wilson
Shaunna Evans	Shaun Nobes	Samantha Winslade
Hannah Farwell	Stephanie O'Connor	Joanne Word
Kelly Forster	Christina Offley	Thomas Woodward
Scott Foster	Hayley O'Grady	Katie Woodward
Andrew Fowler	Sean O'Rourke	Claire York



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US Navy makes its debut at Sea Sunday ceremony

FOR THE first time, members of the US Navy have taken part in Falmouth's Sea Sunday parade.

Thirty standards were paraded, including those of the USN, and of Exeter, Plymouth and Cornwall RNA branches. Music was provided by the volunteer band of RN air station Culdrose.

The service at the parish church was conducted by the Rector, Canon Roger Gilbert, with the Rev Michael Brotherton of RNAS Culdrose and the Rev Barrington Bennett.

Lessons were read by Falmouth RNA branch president, Vice Admiral Sir James Jungius, and Lt. K. Juraneck USN.

Those present included Commodore Christopher Waite, Commodore of RNAS Culdrose; Air Vice Marshall John Tetley; the Mayor of Falmouth, Cllr Geoffrey Evans; the Deputy Mayor, Cllr Maureen Davies; and the Mayor of Penryn, Cllr Mary May.

Others represented were Falmouth and Penryn Sea Scout units, Falmouth Royal National Lifeboat Institution, and the Royal British Legion.

The service concluded with the National Anthems of Britain and the United States.

At the march-past the salute was taken by Commodore Waite.



• 100-year-old Albert Flint gives the semaphore alphabet a run-through on the bridge of HMAS Brisbane. Her CO, Capt Darby, is on the left.

Around the Branches

Littlehampton

The parade marking the branch's annual Sea Sunday commemoration was led by the band of the Nautical Training Corps unit TS Implacable, headed by No 3 Area standard and branch and guest standards. After the march from the town centre, a service was held at the Pier Head and conducted by the Rev Roger Caswell.

After the Last Post was sounded, wreaths were cast on to the River Arun from the Harbourmaster's launch. Those present included the Chairman of Arun District Council and the Mayor of Littlehampton.

The salute was taken by Capt C. P. Sherwin RN (retd).

Later the branch hosted a reception at the United Services Club.

Wigston & District

Members and wives took coach trips to Weymouth, Poole and Royal Leamington Spa RNA Club where they went off with the bulk of raffle and bingo prizes.

At one of their meetings they were addressed by guest speaker Shipmate Terry Bullingham on the work being done to help the blind at St Dunstan's Hospital.

Terry, who as a CPO was blinded

Jutland veteran in signal visit

WHEN THE oldest surviving former member of the Royal Australian Navy visited the Service's oldest warship he showed that he had not lost his flair for semaphore – almost 70 years after leaving the RAN.

Ex-Signalman Albert Flint, a member of New South Wales branch, was invited on board HMAS Brisbane to mark his 100th birthday. The 32-year-old guided missile destroyer, due to be decommissioned in 16 months' time, was alongside in Sydney Harbour.

Escorted by the ship's Commanding Officer, Capt Campbell Darby, Albert toured the ship and demonstrated his vigorous health by scampering up and down the ladders.

With him was former RN officer Lt Cdr R. J. Francis RANR who told *Navy News* that he was impressed by Albert's wit and humour. "When I first met him he offered to dance on the tabletop for a tot of rum," he said.

Albert joined the Royal Navy in 1915 and served at Jutland in the battlecruiser HMS Indomitable. He transferred to the RAN in 1925 and among the ships in which he served was an earlier Brisbane, a cruiser which was broken up in 1936.

Ironically Albert was discharged from the Service as medically unfit in 1931, due, apparently, to hearing difficulties.

He then worked as a gatekeeper at a Red Cross hospital, and when he retired at 65 he started a gardening business which he was to operate for another 20 years.

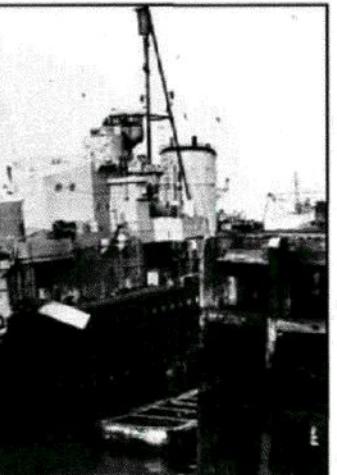
George Woodley. The party ended with ceremonial Sunset performed by cadets of TS Mary Rose.

Bromley

Outings, meetings, parades and barbecues – and an annual dinner – have kept members busy, with further trips and a Sea Cadet Trafalgar evening on the horizon.

Many members took part in the Queen Mother's birthday parade in Orpington, and a successful stall was manned by the ladies at Orpington Donkey Derby.

The branch meets at 7.30 on the first Friday of each month at TS Narvik's headquarters on Bromley Common. For details contact Shipmate Bob Puttick on 020 8462 4184.



PICTURE PUZZLE

THE 'BIG CAT' in our August competition was the frigate HMS Puma (1954-76), correctly identified by Mr R. Bushell of Looe, Cornwall.

His reply was drawn at random and he wins £30. We offer another £30 for the identity of this badly damaged vessel, as well as a brief reason for her wounds (the partly obscured pennant number is a clue).

MYSTERY PICTURE 68

Name

Address

My answer

Dame Vera at Worthing gifts event

DAME VERA Lynn was present to see branch gifts handed over to Gifford House, the Queen Alexandra Hospital home, Worthing, for disabled ex-Service people.

Among the presents was a framed photograph of the Bangor-class minesweeper HMS Worthing and £300 – the proceeds of a sponsored walk by the branch treasurer, Shipmate Mike Andrews, who trekked from Brighton Pier to Worthing Pier.

They were received from the branch president, Shipmate Joy Hill, by Gifford House's Chairman of Governors, Rear Admiral Richard Irwin.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is November 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our December edition. The competition is not open to *Navy News* employees or their families.

The Royal Naval Association believes firmly that "welfare is not only money". It offers a broad range of support to people with a Royal Navy connection. We are 'all of one company' in helping the disabled, looking after the needy, cheering up the distressed, maintaining naval traditions, supporting naval cadets, enjoying social activities and re-uniting shipmates. The 500 branches in the UK and abroad offer an instant 'network' of local knowledge and opportunities to shipmates going to live in a new place or starting a new career.

The association is for all serving and former officers, men and women of the Royal Navy, Royal Marines, WRNS and QARNNS and their reserves.

For details of RNA membership, please complete the slip below.

NAME:
ADDRESS: Postcode
SEND TO: THE GENERAL SECRETARY, ROYAL NAVAL ASSOCIATION
82, CHELSEA MANOR STREET, LONDON SW3 5QJ

Association



In Brief

PLYMOUTH branch entertained more than 130 shipmates and guests to mark the 30th anniversary of the end of the Rum issue in the Navy. Rum Bosun, Shipmate Tom Brady, dressed in 18th-century rig, issued them all with the Tot.

TOP HATS and bowlers draped in black silk were worn when Beccles branch held a requiem in memory of the anniversary of the death of the Tot.

IN RECOGNITION of his dedicated service, Reigate standard bearer Shipmate Ron Smith was awarded a certificate of appreciation. Tom not only attends parades and services of dedication, but is a keen competitor in the open section of Area contests, and has a collection of silver bowls as evidence of his prowess.

HARD WORK by 16 members of Woking branch helped to raise £1,260 during the branch's Flag Day for local and Service charities. The total was 40 per cent up on last year's collection.

MEMBERS of the newly formed Spennymoor and Ferryhill branch collected more than £176 for Alexandra Rose Day.

AT A SOCIAL evening enjoyed by members of Cambridge branch, life membership was awarded to Shipmate Stanley Wallis, and a certificate of appreciation presented to associate member Shipmate Pat Morley.

CAPT Timothy Barton RN and Lt Claire Birkett of the RN Presentation Team gave members of Crawley branch an insight into the Royal Navy of today.

As a thank-you to HMS Grimsby for hosting members of Newark branch, the branch secretary, Shipmate Peter Wilderspin, presents a Newark RNA plaque to the minehunter's Commanding Officer, Lt Cdr Timothy Lewis. Five members of the branch and four Ton Class Association members from Mansfield were given a tour of the ship during her visit to Grimsby.



• HMS Cavalier Association chairman Barry Knell (left) and ex-Marine Tim Stopford at work restoring a ventilation grill while (top) Paul Button (left) and Nobby Clarke work to clean up the Ops Room.

... and Holland I set to go on view again

BRITAIN'S first submarine, Holland I, is due to go on full public display again in April, seven years after the start of a lengthy process to preserve the 63ft vessel.

The return of the boat to public view will take place in the centenary year of the Royal Navy Submarine Service. It is planned to display Holland I in an environmentally controlled gallery at the RN Submarine Museum, Gosport.

It was there that the vessel first went on show soon after her recovery from the sea bed at Whitsands Bay in 1981. She had sunk while under tow to the breakers in 1913.

Although initially found to be in surprisingly good condition – even her wooden toilet seat was intact and a charge could be obtained from her batteries – it became clear in 1992 that chloride-sponsored corrosion was causing serious decay.

A radical conservation project

was started which involved immersion of the submarine in a giant tank containing an alkaline solution.

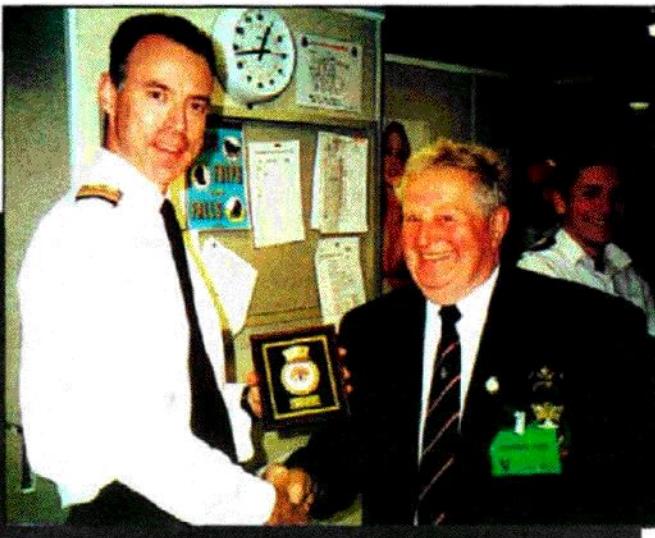
By the end of 1998 the process had arrested the corrosion and the museum applied for a National Heritage Lottery grant for the vessel's long-term preservation.

The Lottery Fund has now awarded £633,500 towards the cost of the new gallery, believed to be the first of its kind in the world. Partnership funding has been received from BAe Systems and Hampshire County Council.

Cdr Jeff Tall, the museum's Director, said the money would be used to complete the conservation work, build the gallery, and create "an exciting new interpretative exhibition about the submarine".

The permanent atmosphere in the gallery will maintain the submarine at 35 per cent humidity so that the corrosion remains passive. Internal ramps will provide access for the disabled while some visitors will be able to enter the vessel.

Cdr Tall said: "Holland I is an extraordinary and fascinating vessel, and we are now looking forward to putting her on display again in a gallery building that does justice to the enormous historical importance she has to our national maritime heritage."



Naval Quirks

NOW SHOWING

Uo571
THE U.S. NAVY CAPTURES THE ENIGMA CODER



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The Society is dedicated to providing high standards of service, and has recently embarked on an extensive modernisation programme which includes the construction at Banstead of a brand new nursing and residential home for 56 residents, plus 22 newly built or refurbished sheltered housing units.

The cost of this development will be close to £3 million and it will strain our resources. Please help us with a gift if you possibly can, or, for the longer term, remember us with a legacy.

Further information about the Society is available from the General Secretary who will be glad to advise about tax-efficient ways of giving, or to provide details about the accommodation available.

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At Your Leisure



Nelson's road show

WHEN Nelson landed at Great Yarmouth on November 6, 1800, it was the first time he had set foot on British soil since the victory at the Nile which had made him a national hero over two years before.

He had spent three months travelling overland through Europe from Trieste to Hamburg, revelling in the adulation of the crowds at every stop, always smothered in all his decorations and orders and, so far as the Admiralty and the Court of King George III were concerned, making a complete fool of himself as well as a public scandal with his relationship with Lady Hamilton and her elderly husband, who were both in his entourage.

Small wonder then, that when he asked for a frigate to fetch him and his friends home from Hamburg, the Admiralty said no. Eventually he hired a mail packet at his own expense from Cuxhaven and, after a five-day voyage in extremely stormy weather – during which they temporarily grounded on a sandbank – they landed to huge popular acclaim. (When the landlady of the Wrestlers' Arms asked permission to change its name to the Nelson's Arms, Nelson laughingly pointed out that he had only the one).

The Return of the Hero, a painting by Fred Roe (1864-1947) is included in a special cover package issued by the Royal Naval Philatelic Society together with the contemporary Nelson and Lady Hamilton portraits by Johann Heinrich Schmidt and a text sheet describing the events of the journey.

The Plain Cover is available at £6 plus £1.50pp from the RNPS at 19 College Road, HM Naval Base, Portsmouth PO1 3LJ. For details of other covers in this edition – including one signed by Mrs Anna Tribe, great great grand-daughter of Horatio, the daughter of Nelson and Lady Hamilton (with whom she was pregnant at the time of the events described) – tel 023 92 820921.

• The Return of the Hero, by Fred Roe (Norfolk Museums Service).

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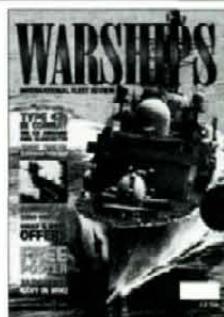
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'Firebrick' tales fifty years on

IN THE years since World War II Naval aviation has been in near constant demand and in hotspots worldwide – and the Fleet Air Arm has suffered 900 fatalities in the same period.

Fly Navy – the View From the Cockpit 1945-2000 (Leo Cooper £19.95) is a warts-and-all collection of anecdotes edited by Charles Manning and commissioned by the Fleet Air Arm Officers Association.

It reflects at once the huge demands on aircrews posed by the pace of technological development – and the unquenchable good humour with which they faced up to operating equipment that did not always come up to scratch. This item provided by Lt Maurice Tibby is typical:

"In the immediate post-war years the Fleet Air Arm endured a number of very ordinary aircraft. Some evoked a stronger description, and none more so than the Blackburn Firebrand.

"Affectionately known as the 'Firebrick', it was designed with an in-line Merlin engine, re-hashed to incorporate the Centaurus radial, and entered service as an underpowered monster in which the pilot sat 18 ft behind the propeller with a forward visibility, on the approach to landing when you most needed it, of absolutely nil.

"Equally unnerving for deck landing at 85 knots was the CAUTION in Pilot's Notes: 'Below 90 knots aileron control is somewhat ineffective...'

"Not a popular aircraft at sea, in an attempt to make it easier to handle on the approach, Blackburn added an external Air Speed Indicator so the pilot wouldn't have to keep looking in the cockpit to check his speed – a brilliant idea which caught on years later, but this primitive early version proved hopelessly

inaccurate and therefore useless.

"To be fair to the old Firebrick, it could perform a wide variety of tasks with its guns and rockets, bombs, torpedoes or mines, but all at a gentle lumbering pace that made it exceedingly vulnerable.

"The only squadron to operate it with any degree of success was 813, embarked in the carriers Implacable and Indomitable in the Home Fleet.

"Noting that there were problems, however, the authorities drafted in a number of very experienced pilots: in 1950 813 boasted no fewer than four Qualified Flying Instructors, at the time a very rare species indeed.

"On July 6, 1950 we joined Implacable in the Moray Firth for Home Fleet exercises prior to a visit to Scandinavia. I was No. 2 in a flight of four Firebrands approaching the ship in the late evening, following the usual drill – up the 'slot' past the carrier as she turned into wind, peel off left across the bow at 30 second intervals, close the throttle, lower undercarriage and hook, feed power back on as the speed came down towards 100 knots and set up for the final approach. That was the script.

However, among its refinements, the Firebrand sported a wonderfully complex throttle-box which, instead of the customary neat arrangement of throttle and propeller levers, mixture, cow gills and oil-cooler shutter, sprouted 15 different levers and knobs and switches, many related to operational equipment, and when I tried to push the throttle lever forward I found it jammed immovably shut. 100 ft above the sea, throttle closed, undercarriage flaps and hook down, there was soon nothing on the Airspeed Indicator but the maker's name and seconds

later I hit the sea in a cloud of spray.

"Whatever qualities the Firebrand lacked, this one at least had the decency to stay afloat just long enough for me to get out, and the planeguard HMS Crossbow picked me up within minutes.

"All Firebrands were immediately grounded. An examination

of the infamous throttle-boxes produced a remarkable collection of washers, nuts and bolts and bits of wire, any of which could jam the works.

"If I had not lived to tell the tale, others would undoubtedly have suffered a similar fate. Not the Fleet Air Arm's favourite aeroplane."

In their warpaint

Full colour artworks of all the main vessels that took part are featured in *The German Navy in World War II* (Spellmount £18.95) by Robert Jackson, together with an intriguing selection of black and white photographs. Shown here (from top to bottom) are the Type XXI U-boat, the battlecruiser Gneisenau, the destroyer Z40 and the battlecruiser Scharnhorst.



At Your Leisure

Artist did double duty

GEORGE Fagan Bradshaw was a distinguished career submariner who after World War I went on to become the leading light of a celebrated colony of artists in Cornwall.

In severe weather NE of the Shetlands on March 10, 1917, when in command of the submarine G-13, he torpedoed and sank the mine laying U-boat UC-43 at a range of 2,300 yards – an exploit which earned him the DSO.

His most controversial achievement – though this was not confirmed – was when he may have sunk the huge cargo-carrying submarine Bremen, sister of their famous Deutschland. The range this time was 7,000 yards, making it one of the luckiest shots of the war. It was also the last in his locker, for he had expended three others without success. Nevertheless, he felt the explosion register at the proper interval. Officially, the fate of the Bremen, lost on her way to the United States, remains unknown.

Bradshaw's Naval career ended unhappily, though. A few days after the Armistice he was in temporary command of G-11, on patrol off Dogger Bank, when thick fog obscured the Coquet Island Light and he went aground near Howick. The keel was torn off and the boat holed in the port quarter and Bradshaw gave the order to abandon ship, during which operation two men drowned.

ScreenScene

– by Bob Baker

New look for the Invisible Man and the 'black Bond'

Well, look who's making a come-back now. It's our old chum The Invisible Man, and haven't we gone a long way since the days when TIM's presence would be indicated by a disembodied voice and a lit cigarette dangling in mid-air (not to mention flashes of the supporting wires when the lighting cameraman hadn't worked out his angles properly).

But with the resources of computer-generated imagery, ingenious glimpses of TIM can now be arranged as he passes through water or smoke; and the process of becoming invisible is no longer a matter of "Now you see him, now you don't".

In **Hollow Man**, the latest version of the old stand-by, the CGI technicians – dozens of chortling teenagers, if the implications of this film are anything to go by – have devised for us a sort of layer-by-layer procedure, consisting of a pulsating array of sinews, arteries and multi-coloured viscera: the skull beneath the skin, that old poetic metaphor, before our very eyes.

The film's big plot idea is to combine its TIM-tale with that of Dr Jekyll and Mr Hyde, so that affable boffin Kevin Bacon is transformed, in his non-corporeal phase, into a megalomaniac killer.

Unfortunately this nudges the film in the direction of a very conventional last act: fire, destruction and an unstoppable monster mopping up the remnants of the supporting cast.

This being a Paul Verhoeven film (*Basic Instinct*, *Showgirls*) it could probably go without saying that TIM's opportunities for voyeurism and sexual mischief generally are very fully explored.

Well, look who's also making a come-back now. It's our old chum **Shaft**, the black private eye from the early 70s. Strictly, this is a sequel rather than a remake, since it concerns the adventures of Young Shaft, nephew of, and these days he's a city cop rather than a gumshoe.

It's all rather grittier than its predecessor – which was, after all, just wish-fantasy (James Bond relocated and ethnically switched, but with the same utter invulnerability, and the same access to hordes of gorgeous women, all instantly available).

In the title role it's Samuel L. Jackson out there on the mean streets, while uncle Richard Roundtree, looking 30 years mellower, drops in for the sake of appearance. But an actor named Jeffrey Wright easily steals the picture as a Latino street boss, comical and chilling in equal measure.



● 'U-boat Sinking Barque by Gunfire' by George Fagan Bradshaw (inset).

The incident haunted him for the rest of his life – though his Commanding Officer put it down "rather to bad luck than bad management".

But in 1921 Bradshaw had command of K-15, one of the infamous steam-powered monsters that in Bradshaw's own words "murdered many of their officers and crews" in a series of accidents. This one did for his career, at any rate – through a design fault, she sank as she lay alongside the cruiser Canterbury in the tidal basin at Portsmouth.

Bradshaw and most of the crew were on leave at the time. At the end of a hot summer's day, the watchkeeper during the night noticed the stern of the submarine under water. He raised the alarm and the rest of the crew crossed over to the Canterbury. They were powerless to stop the boat sinking. It transpired that the hot weather during the day had caused the oil in the hydraulic system to expand and overflow.

The hydraulic system controlled the opening and closing of the main vents to the ballast tanks. In the cool of the evening the oil contracted, causing a drop in the oil pressure, thus loosening the vents and allowing air to escape from the ballast tanks and be replaced by sea water.

This time Bradshaw was court martialled – but although he was rightly acquitted, their Lordships decided he should not again be placed in command of a submarine. This decision effectively ended his Naval career and he was discharged immediately – an

undignified exit that rankled with him for the rest of his life.

He was understandably somewhat overwhelmed when at the age of 52 he was recalled to duty in World War II – and later had little time for other artists who, for whatever reason, managed to avoid active service.

The rest, indeed the most part of David Tovey's well-researched and lavishly illustrated **George Fagan Bradshaw – Submariner and Marine Artist – and the St Ives Society of Artists** (£22, available from D.C.W.Tovey (Wilson Books) 11-13 Mill Bank, Tewkesbury, Glos GL20 5SD) is devoted to his second career as an artist of great

charm, perception and originality – and to the work of the whole artistic community in St Ives over a 40 year period.

Bradshaw's own work was often accepted by the Royal Academy – but he was no fan of modern art and was one of the chief protagonists in the split which occurred amidst great acrimony within the

St Ives Society in 1949.

He continued to play a leading role in the Society's affairs until his death in 1960 and, although increasingly resentful at the backlash against traditional art in the 1950s, found a new outlet for his paintings with the Society of Marine Artists, of which he was a founder member.

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COURSE CHANGE GIVES ENGINEER SAILORS MORE JOB FLEXIBILITY

WITH ELECTRICAL propulsion on the horizon and an increasing trend to lean-manned ships, the Royal Navy is extending changes it has set in motion to give its marine engineering ratings greater flexibility.

Since 1994 the number of MEMs – Marine Engineering Mechanics – without a specialist qualification (SQ) has grown and now represents two-thirds of General Service MEMs.

With the value of their broad-based skills being demonstrated, especially in lean-manned ships, it has been decided to extend the the non-SQ principle to leading hands.

A Defence Council Instruction (DCI) announcing the move says: "With the future of the Royal Navy focusing towards electrical propulsion and auxiliary systems, there is a need for greater emphasis on electrical theory and practice and a

reduction in the high mechanical content of previous courses."

A common, 23-week LMEM Qualifying Course was introduced just over a year ago and is a combination of the course for LMEM(M) – or Mechanic sub-specialist – and LMEM(L) or Electrical sub-specialist.

"The multi-skilled LMEMs will obviously have greater employment flexibility as they will be able to fill both LMEM(M) and LMEM(L) designated jobs," says the DCI.

There will be a declining need for (M) and (L) SQ leading hands "for the foreseeable future". While their employability and advancement prospects are not expected to change, the usefulness of the common LMEM will be greater as they can be employed in either an (L) or (M) billet.

All Scale A MEMs and MEM(L)s will be drafted to the new LMEMQC as their previous training will be sufficient grounding for the course.

MEM(M)s will not be able to cope with the electrical elements of the new course without additional electrical knowledge. So they are being offered the opportunity to progress to the common LMEMQC, with the employment flexibility that entails, by undertaking a cross-training package.

The LMEM(M) specialist qualification will continue for two years alongside the LMEMQC, but after that all MEM(M)s will have to complete cross-training.

On completion of the common course, ratings will be in a common billet which may be electrically or mechanically biased depending on the role of the ship. Badges denoting the (L) sub-specialisation will not be worn after the LMEM Qualifying Course is passed.

One change is that the Ocean Navigation Certificate has been subsumed by the NWC and competence in astro-navigation will have to be demonstrated before an NWC is awarded.

Details of the changes are published in RN Defence Council Instruction 125/00.

There is no intention to introduce the common LMEM into the Submarine Service.

Further details appear in RN DCI 123/00.

End of written tests for MEM promotion

WRITTEN tests for the Navy's marine engineering mechanics have been scrapped in the provisional examinations for advancement to leading hand and petty officer.

Now candidates will only be required to sit an oral board before undergoing the selection process for promotion to the next higher rate.

The written examination concentrated on technical ability and assessed the candidate as either Good, Fair or Failure.

A new Defence Council Instruction says that the process was subjective and "affected by the varying level of knowledge of the board members and the ability of the candidate to explain technical details, some of which they may never have experienced."

With the introduction of selective promotion, subsequent attendance at the professional qualifying course (PQC) involves in-depth theoretical and practical instruction over a wide range of subject areas, equipments and systems.

Previously there was dupli-

cation of effort by examining the rating for the provisional examination and then teaching the subject during the PQC. The changed syllabus for each provisional exam reflects current selection policy and training practices.

Now the oral board should assess the technical competence of the rating and their potential for further training, so assessing whether the candidate has achieved the right level of development to be considered by a selection board.

The need to complete a task book before sitting the provisional exam has also been removed. Post-course task books for LMEMs and study guides for POs will be issued to all those who successfully complete their PQCs. They must be completed within 12 months of the rating joining their next sea draft.

In the case of LMEMQCs, completion of the academic distance-learning package is mandatory.

The changes were introduced on September 1, and details are published in RN DCI 120/00.

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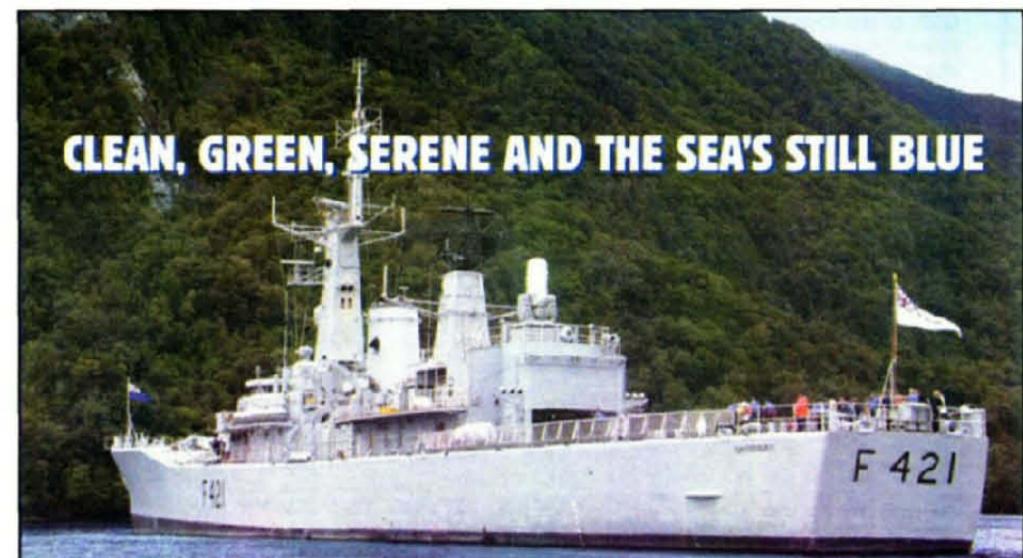


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Candidates must be under 32 years of age on 31 December, 1999.

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DEPARTMENT OF DEFENCE

The Royal Navy's Scottish base at Faslane is poised for a major programme of regeneration

Royals' waterfront HQ takes shape

ONE of the first pieces of the development jigsaw at Faslane is already taking shape.

The new headquarters of the newly-renamed Fleet Royal Marines Protection Group – formerly Comacchio Group – is under construction close to the water-

front, and should be completed by next spring.

The Group, which has been based at RM Condor in Arbroath for more than 20 years, will move to Faslane shortly after its completion. The move is expected to affect several hundred people.

The new waterfront building will be

the Group's headquarters, but a new accommodation block for Royal Marines junior ranks, built to the new single living accommodation (SLA) scales as ensuite single cabins, should be completed later next year – giving other personnel on the base an idea of what they can expect.

Planners to revamp heart of community

WORK is due to begin in the next few months to transform the heart of a married quarters estate in Scotland.

The Churchill Estate, which serves the Clyde Naval Base at Faslane, was built around 40 years ago in Helensburgh, enjoying views over the River Clyde.

But, typically for housing built at that time, there has been some decay, and an opportunity has been seized to demolish some housing, refurbish other buildings and improve the estate's Churchill Square.

Cdr Mack Ayres is the Works Liaison Manager for HMS Neptune – essentially the establishment's property manager.

"Churchill Square is the hub of the estate, with shops, the

Drumfork Club, the church, the court martial suite, the police headquarters and the Defence Housing Executive offices all there, in a square at the centre," Cdr Ayres said.

"What we decided to do was to try to revamp the square to make it a more attractive community centre."

Plans are at the preliminary stage, and a rough estimate of cost is just over £500,000.

A key feature of the scheme will be to create a new car-parking area complete with landscaping, allowing the square itself to become a pedestrian precinct.

A children's play area, with swings and slides, is also on the cards, and the Drumfork Club could get a sitting-out area where residents would be able to drink their coffee outside in fine weather.

The Naafi has already become a Spar shop, with a wider range of goods on offer.

If the planning process goes smoothly, the scheme should be completed next year.

Modest ideas are equally important

A NUMBER of smaller schemes are in the pipeline at Faslane – and although many are considerably smaller in financial terms than the accommodation and jetty works, they will still have a major impact on the way business is conducted at the Clyde base.

■ Thought is being given to a custom-built waterfront facility for the Clyde Marine Unit, whose officers and boats patrol the base and nearby waters, including the armaments facilities at Coulport on Loch Long.

■ Sports facilities have been enhanced over the past two years, and a new ten-pin bowling alley is to be installed in Lochinvar Block. A new sports pavilion could be built at Shandon, and the existing one moved to pitches at Rhu.

■ The main gates at the northern and southern entrances to the base could be replaced by powered gates.

The existing gates have caused problems in storms and bad weather, as they have proved difficult to manoeuvre in high winds.

■ Junior rates galley and dining facilities in Lochinvar Block have just undergone an extensive refurbishment costing £20,000.

■ A new visitors reception centre is being built at the North Gate, requiring a revised traffic flow system at a total cost of around £1.2 million.

The new centre will bring all the pass-issuing facilities for the base together on one site.

■ £20,000 has been spent on upgrading the small-arms ranges on site.

■ The Clyde Naval Base budget must also stretch to cover maintenance and refurbishment of a number of out-stations, such as Balmacara House at the Kyle of Lochalsh.

The house is a residential facility for people using the BUTEC submarine range between the mainland and Skye, but it is also available to divers and military personnel on expeditions.

Accommodation at Balmacara House needs to be improved – including the installation of more bathrooms – and there is work to be done on the main facade.

Faslane is responsible for facilities at Ault Bay, Loch Ewe and cap Wrath – "all little drains on the money pot," Cdr Ayres said.

There are also Navy buildings at Greenock, and transmitter facilities to be maintained around the coast.

New living quarters could lead the way

FEW PARTS of the Clyde Naval Base at Faslane will be left untouched if plans being drawn up come to fruition over the next decade or so.

Full funding for projects ranging from new accommodation to support facilities still needs to be identified, but the regeneration programme, once under way, will make the base more effective – and a more attractive place to live and work.

Leading the way is an initiative to transform the living quarters, which stems from the Strategic Defence Review.

When new scales were announced for single living accommodation (SLA), not much of the provision at HMS Neptune met that standard, leaving base planners with a stark alternative – extensive and costly refurbishment, or demolition and rebuilding from scratch, either a rolling programme or the "Big Bang" option, which would present headaches in finding alternative accommodation during work, although it would also enable a more logical layout.

One possibility is using land just off the base, such as the St Andrew's School site near the South Gate.

According to Cdr Bill Burgess, Staff Officer Projects at HMS Neptune, there is room for around 2,400 on the base, slightly more than is currently needed, although that may change as new units such as the Astute class of submarines come into service.

Levels of occupancy can vary dramatically – officers' accommodation is pretty much full, and when two or three boats come in there is the need for overspill arrangements, according to Cdr Mack Ayres, Works Liaison Manager for HMS Neptune.

"And with junior rates we have to have space available for unplanned occasions, so there is always going to be a little bit of ratting," Cdr Ayres said.

Physical space is a problem – tower blocks are not the answer, yet more room must be found to

By MIKE GRAY

allow cabins for three or four people to be replaced by SLA.

Faslane is behind Portsmouth and Devonport in planning the upgrade of accommodation – the Hampshire base has begun advertising for a Prime Contractor, while in the West Country an advertisement has been placed to attract private finance bids.

Another possibility being explored is of providing a basic cable TV package to every cabin, with extra channels available for those prepared to pay the premium – a scheme also being considered in various forms in Portsmouth and Plymouth.

One of the particular problems facing planners arises from the nature of a submarine crew.

"At the moment the policy is that personnel each get a dedicated room," said Cdr Burgess.

"For example, junior rates would have one area of a block allocated for a submarine.

"Some 50-60 per cent of a crew live in accommodation ashore, while the rest are with families, so they do have dedicated rooms – but it's not very cost-effective given the time that they are away.

"It's an area which we need to explore, but we need to recognise that even the junior rates have a lot of electronic personal gear which they keep ashore, as there's no space in a submarine, so we don't want to be in a position where they keep having to move it and store it."

Personnel have already been able to see the kind of solution made possible by prefabricated units, as one was assembled in a car park and comments invited.

"Most people were not that worried about increases in the cost of accommodation to pay for better facilities," said Cdr Burgess.

"A lot of people preferred the idea of a less-secure living accommodation off the base, where it was possible to bring in friends."

Project costs are dependent on what course of action is taken, with the possibility of a Private Finance Initiative also be considered.

Whatever the funding scheme adopted, a rebuilding scheme is unlikely to be completed before 2008.

Submarine base prepares for arrival of Astute class

ONE SCHEME of major significance to the future of Faslane is the SSN Berths project, one of many programmes which are currently under development in preparation for the new Astute-class attack submarine.

The Astute-class Project Manager at Faslane, Graham Falconer, is charged with preparations at the base for the new boats.

Although more commonly talked about as being the Astute jetties, Graham – who is a member of the Integrated Project Team for the SSN

Berth Project – is quick to point out that the jetties will also serve Swiftsure-class boats, which are base-ported on the Clyde, and Devonport's Trafalgar-class submarines.

"The first of the Astute-class is due in for sea trials in late 2004, with an in-service date of summer 2005," Graham said.

"The base is working with a commercial partner to develop innovative solutions to the issue of the jetties, and we are currently developing the strategy.

"The first is the refurbishment of

existing nuclear jetties.

"The other is the construction of new berths.

"Much work is still to be done prior to deciding on the best value-for-money option."

A decision is expected on the way ahead at the end of the year.

Much of the debate will centre on the nuclear safety case, which has seen safety margins tightened over the years to the extent that new facilities are required to meet much more stringent targets over issues such as earthquakes.



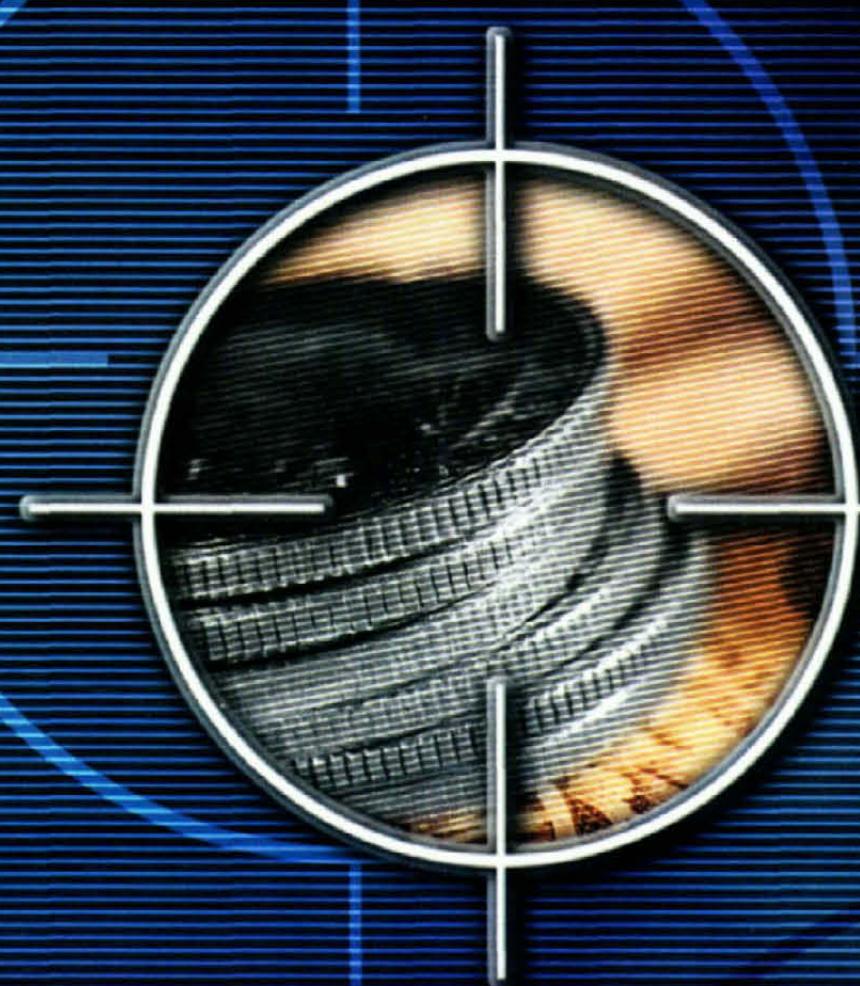
Changing face of Clyde facility

This is the shape of HM Naval Base Clyde at the moment – but it could look very different in ten years if a tranche of plans comes to fruition.

At the top of the picture – the camera was facing roughly north – is the Shiplift, and the Trident submarine jetties surrounded by a floating boom.

The remaining S-class submarines at Faslane are based at the jetties just to the south.

A new building is now rising near the waterfront near the grey building (centre) to house the Royal Marines of Comacchio Group, while the nearby officers' accommodation and the ratings' blocks (white buildings near bottom of picture) could be swept away in radical plans to house many of the 2,000 or so personnel on base.



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DON'T HIDE FROM YOUR DEBTS

Is this you?

DEBT PROBLEMS

Client A is in the Forces. His financial difficulties arose because of a series of unfortunate events over a period of a few years. Together with his partner he took out a mortgage to purchase a property and also various loans to pay for the deposit and furnish their new home.

Unfortunately, the relationship was not long-lived and he was left with all the liabilities but only one income to service them. In order to survive he lived on credit cards and consolidated her borrowings with further loans. Eventually the situation became impossible and he turned to FCL for help.



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DEBT SOLUTIONS

By this time, the total value of his unsecured creditors, i.e. not including the mortgage and HP payments was around £21,000. We assessed his full financial situation and established that his monthly disposable income (i.e. money left after paying the mortgage, household bills and living expenses) was £185. FCL were able to assist this client by preparing proposals to the client's creditors offering this monthly sum over a period of 5 years in **full and final settlement** of all his unsecured liabilities. This offer, of around 50% of the total debt was accepted by the majority of the Creditors and became legally binding on them all. As you can imagine this was a relief to the client who now felt able to make a **fresh start** in his life.

PEOPLE RARELY foresee the prospect of getting into debt. Even professionals, through circumstances beyond their control – such as illness or marriage breakdown – become trapped in a spiralling burden of debt.

And as the debts mount, their work suffers and they enter a cycle of despair.

The decision to call a debt advisory company is a tough one, and many debt management firms charge up-front fees for handling cases. Others do not.

"We have yet to meet a client who can afford to pay in advance," said a spokesperson for one such company, Federated Credit Ltd.

"The last thing our clients need is another bill. Instead, once the agreement has been successfully reached, our client's creditors grant us a fee in return for ensuring that they receive prompt and regular payment."

Firms such as FCL give free and confidential advice to all clients regardless of their financial state.

Good companies will ensure that clients understand their options so that debt repayment programmes are realistic and can be achieved. They should offer immediate advice – without asking for sensitive, personal support and advice. Each client may be assigned a case officer who is available at all times to help with problems that may arise.

It is wise to choose a company

that has good links with the Money Advice Association, a respected, independent body concerned with consumer rights and changes in social policy, and which is governed by the Joint Insolvency Monitoring Unit, complying with the highest standards.

Debt management companies should also give clients a date by which they will have cleared their debts.

Most debt problems can be solved while avoiding the humili-

ation and distress of bankruptcy. With the help of good debt management companies many thousands of people have worked their way out of apparently insurmountable difficulties and have been restored to a clean bill of financial health.

But there is no quick fix. Most debts take up to five years to work off – and that is why a client's relationship with their debt manager is generally viewed as a long-term partnership.

The business of risk management

by Brian Bellinger

of security.

Trading as a sole trader or in a partnership may be easier, but you will be personally liable to everyone you deal with. If you have partners you may be jointly liable for their debts in the business as well.

So, if you trade in a way that means you have a large cash outlay and higher risks, it may be wise to seek the advice of a legal firm that is part of the Forces Law Group and which identifies with Service issues.

■ Brian Bellinger is the senior partner of the solicitors Biscoe Cousins Groves of Waterloo, Hampshire.

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£12,500	Monthly £204.35	£400.54	£1,096.52	9.9%
	Total £17,164.62	£14,419.27	£13,158.20	
£7,500	Monthly £129.65	£246.72	£664.29	11.9%
	Total £10,890.60	£8,661.61	£7,971.43	
£5,000	Monthly £88.82	£166.62	£444.99	12.9%
	Total £7,461.30	£5,908.28	£5,339.79	

With Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.				
LOAN	7 year	3 years	1 years	FIXED APR
£12,500	Monthly £267.33	£464.45	£1,193.95	9.9%
	Total £22,455.18	£16,719.90	£14,327.31	
£7,500	Monthly £169.61	£286.08	£723.01	11.9%
	Total £14,247.28	£10,298.75	£8,679.71	
£5,000	Monthly £116.20	£193.21	£484.52	12.9%
	Total £9,760.79	£6,955.28	£5,814.23	

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Moneywise



Healthcare at a painless price

CUSTOMER research conducted last year for Naafi Financial Services provided valuable information on how people in the Armed Forces regarded Service medical facilities, what they thought of the National Health Service and how they viewed private medical insurance.

In the main, Service people and their spouses felt they didn't want to rely on the facilities provided by the Ministry of Defence and they were fearful of waiting a long time for a serious or even routine operation using the NHS.

To many, though, private medical insurance was not an option as it was considered to be a costly alternative that many just could not afford.

As a result of the research, a healthcare product has been launched to meet the requirements of Service people.

Underwritten by Norwich Union, the ServiceGuard Healthcare scheme is suitable for all Armed Forces people, whatever their age or rank, and can be extended to include all the family.

The scheme can be paid for monthly, and even at the age of 29 costs as little as

£11.05 per month, with reduced rates for families.

ServiceGuard provides two specific options – Express Care and Trust Care 6. Express Care is a comprehensive policy that covers you for top-quality treatment and care in the comfort of a private, single room with en-suite facilities. Trust Care 6 is a low-cost alternative using NHS Trust private beds, and comes to the rescue if there is an NHS delay of six weeks or more in your area for your in-patient or day-patient treatment.

Both schemes offer a 24-hour GP helpline providing reassuring medical help and advice for you wherever you are situated, worldwide. They also cover dental treatment at no extra cost, and up to ten physiotherapy sessions a year on referral from your MRS or specialist consultant.

If you would like to know more information, contact the ServiceGuard Healthcare Call Centre direct on 00800 00 142 142.

• THIS feature was provided by Warrior Group Ltd, which in partnership with Naafi, offers financial services to members of the Armed Forces. Further information: From UK or Germany, call Warrior on freephone 00800 21222324. From other parts of the world, call on 44 1959 568969.

Don't be afraid to talk about debt

SERVICE people in financial difficulties are often reluctant to discuss the problem with their line management or Naval Personal and Families Service representative – or RM Welfare – in the belief that such disclosure may damage their career and lead to dismissal for financial irresponsibility.

Though there are some circumstances associated with security when an individual will have to inform the Navy about his or her problems, referrals to NPFS or RM Welfare will usually be covered by codes of confidentiality.

Families and dependants may also approach those organisations with the same degree of confidence.

The limited number of discharges for financial irresponsibility are mainly associated with those who have attempted to hide their difficulties and have refused advice and support. Those who wisely have sought early assistance are much better placed.

Further advice on debt counselling, as well as other advice on debt, is contained in *A Self-Help Guide to Dealing With Personal Debt*, a free booklet published by the Royal Sailors Rests.

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NoticeBoard

Appointments

Rear Admiral P. A. Dunt to be Senior Naval Member of Directing Staff, Royal College of Defence Studies, Sept. 19.

Commodore R. P. Boissier to be Naval Base Commander Portsmouth.

Capt K. J. Borley to serve in rank of Commodore and to be Commodore HMS Neptune, Jan. 23.

Cdr G. L. Doyle to be CO HMS Southampton, Jan. 9.

Cdr J. M. L. Kingwell to be CO HMS Argyll, Jan. 11.

Cdr S. P. Williams to be CO HMS Sheffield, Jan. 10.

Lt Cdr M. A. Cooper to be CO HMS Torbay, Feb. 13.

Lt Cdr P. G. Thomas to be CO HMS Sutherland, Jan. 9.

Lt Cdr C. M. Bourne to be CO HMS Lindisfarne, Nov. 14.

Lt Cdr R. C. Bowbrick to be CO HMS Brocksby, Jan. 8.

Lt Cdr A. P. M. Rolph to be CO HMS Berkeley, Jan. 8.

Lt Cdr M. J. Wainhouse to be CO HMS Walney, Feb. 5.

Points

THE FOLLOWING list shows the total points or basic dates of ratings at the top of each roster for leading rates in September after issue of B13.

Intermediate (Int) indicates that personnel have been advanced before they have obtained a basic date of two years. This means that personnel are advanced in basic date order. Dates shown against Int rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in September.

CCMEL - Dry, Nil; **CCMEAL** - Dry, Nil; **CCMEALSM** - Dry, Nil; **CCMEALSM** - Dry, Nil; **CCWEADAC** - Int (5.1.99), 2; **CCWEADCO** - Int (10.12.99), Nil; **CCWEADCSM** - Dry, Nil; **CCWEAS(GS)** - Int (17.3.00), 1; **CCWEAS(DM)** - Dry, Nil; **CCWEASWTECSM** - Dry, Nil; **CCWEASWTECSM** - Dry, Nil; **CCAECAR** - Dry, Nil; **CCAECAR** - 283 (1.1.97), Nil.

LS(EW) - Dry, Nil; **LS(M)** - Int (5.1.99), 2; **LS(R)** - Dry, Nil; **LS(S)** - Int (17.3.98), Nil; **LS(D)** - 645 (17.3.99), 3; **LS(MW)** - Int (2.5.00), Nil; **LS(SR)** - Int (13.7.99), 1; **LRO** - Int (8.2.00), Nil; **LMEM(L)(GS)** - Int (4.4.00), 3; **LMEM(M)(GS)** - Int (24.3.99), 10; **LWEMO** - Int (25.9.98), Nil; **LWEM(R)(NGS)** - Int (7.4.00), Nil; **LCH(GS)** - Int (28.7.98), 5; **LSTD(GS)** - 395 (15.2.96), 4; **LSA(GS)** - Int (28.6.99), 6; **LWTR(GS)** - Int (27.3.98), 6; **LMA** - Int (9.3.99), 8; **LS(S)(SM)** - Int (11.4.00), Nil; **LS(T)(SM)** - Int (26.2.99), Nil; **LRO(SM)** - Dry, Nil; **LMEM(M)(SM)** - Dry, Nil; **LMEM(M)(SM)** - Dry, 1; **LWEM(R)(SM)** - 856 (3.3.99), Nil; **LSA(SM)** - Int (15.7.98), Nil; **LWTR(SM)** - Int (17.3.00), 1; **LCH(SM)** - 765 (23.1.93), 1; **LSTD(SM)** - 279 (20.6.96), 1; **LA(AH)** - 236 (10.7.96), 2; **LA(METOC)** - Int (2.2.99), 1; **LA(Se)** - Int (4.6.98), Nil; **LAEM(M)** - 439 (9.2.95), Nil; **LAEM(R)** - 562 (17.2.94), Nil; **LAEM(L)** - 353 (5.10.95), Nil. **LWTS** - Dry, Nil; **LWDSA** - Int (1.4.98), 1; **LOM(AWW)** - Int (16.11.99), Nil; **LOM(WT)** - Int (16.11.99), Nil; **LOM(W)** - Int (7.9.99), 3; **LOM(SSM)** - Int (19.2.99), 3; **LOM(TSM)** - 71 (20.11.97), 1; **LOM(CSM)** - Int (13.4.00), 3; **LOM(WSM)** - 304 (28.8.95), 2.

NAVY NEWS looks back through its pages to recall some of the October headlines of past decades ...

40 years ago

THE BIGGEST ever Royal Navy salvage award of £100,000 was shared among the 3,677 officers and men of ten ships involved in the salvage of the tankers Melika and Fernand Gilabert. They caught fire and were abandoned after a collision in the Arabian Sea in 1958. The RN ships were Bulwark, Sheffield, Ceylon, Puma, Loch Alvie, St Brides Bay, Loch Killisport, the tug Warden and the RFAs Cedardale and Sea Salvor.

30 years ago

BRITAIN was withdrawing into isolation while the Soviet Navy's strength was rising, said the Editor of Jane's Fighting Ships, Raymond Blackman, in the 1970-71 issue. He said it was "at least inadvisable" to phase out the fixed-wing aircraft carriers HM ships Ark Royal and Eagle before new types of ships operating vertical take-off aircraft were built to replace them.

Gosport conferred the Freedom of the Borough on the Naval Medical Service, principally in recognition of the town's relationship with RN Hospital Haslar.

20 years ago

TIGHT finances in the Services was expected to result in economies in stores, transport and fuel. To make savings, changes were being made in the Fleet programme, including the withdrawal from a Mediterranean exercise of HM ships Apollo and Berwick.

The joint project definition phase for the Anglo-Italian EH-101 helicopter "for the late 1980s" was announced at Farnborough International Airshow.

THE TIME OF YOUR LIVES



● 1980 - Leander-class frigate HMS Apollo is withdrawn from an exercise to make savings.

Deaths

Lt Cdr Andrew Stephen Barber. Ships: Achilles, Upton, Sheffield, Seahawk. Member of Association of RN Officers, Aug. 11.

Capt James (Jim) Pertwee CBE, CO of Chindwin Flotilla, Burma (1945) and later Naval Assistant to Naval Secretary (1974-79). Served 1937-79. Appointments: Queen Elizabeth, HM submarine Thorn (Mediterranean patrols 1941 - MID), HMS Ceylon, Chindwin Flotilla (gunboats Pamela and Una), Vernon, Chequers, Jaguar (CO), Cayroft (CO), BRNC Dartmouth (Cdr), Naval Intelligence, Euryalus (CO and Capt F), Deputy UK Military Representative on NATO Committee Brussels (as Commodore), Chief of Staff to Flag Officer Plymouth (as Commodore). Aged 76.

Cdr Frank Galbraith. Served RFA & RAN (joining as boy seaman) 1939-63. Survived sinking of three war vessels - twice by Japanese air attacks (Prince of Wales 1941 and Cornwall 1942) and in MTB 604, in English Channel 1944. Also veteran of D-Day and Walcheren landings. Also served in Cyprus, at Suez and Borneo. July 28 in Canberra, aged 76.

Lt Sir Antony Duff GCMG, CVO, DSO, DSC, PC. Served 1937-46. Ships: Malaya, Beagle, HM submarines Unique and Stubborn (CO, DSO for his part in attack on Tirpitz in Norwegian fjord, and DSO for attacks on enemy shipping along Norwegian

coast). Foreign Office appointments (1946-64) in Athens, Cairo, Paris and UK, Ambassador to Nepal 1964-65, High Commissioner to Malaysia 1969-72, High Commissioner to Kenya 1972-75, Deputy Under Secretary of State 1975-80, Deputy governor S. Rhodesia 1979-80, Deputy Secretary Cabinet Office 1980-85. Member of Association of RN Officers. Aug. 13, aged 80.

Lt Cdr Joseph (Bill) Mason DSC, wartime CO of Coastal Forces. Served RNR in 1938-44, RN 1944-66. Ships: King Griffydd (Q-ship), Bellport (Atlantic convoys), 50th Motor Launch Flotilla (Dover, CO ML 104), Gulnare (survey tender involved in Mulberry Harbour work in Normandy landings), Franklin. Post-war: Fulmar, Wakeful, Harrier, Illustrious, Falcon (Malta), Superb, Dryad, DG Ships. Became BAe project engineer, working on Seawolf missile system. Aged 79.

Frank Gutherless DSM, ex-senior ASROC rating. Awarded DSM as AB serving in HMS Bickerton which sank U-765 and U-269 in 1944. Also served in HMS Ledbury. June 29.

Rev Peter Jackson OBE, former RN chaplain and Mission to Seafarers chaplain in Kobe, Japan, since 1992. RN chaplaincy 1970-92 included appointment to RM Poole. Served in MN 1951-67, becoming Master Mariner. Curate at Skelton, Cleveland 1969-70. Awarded OBE for services to Kobe community following earthquake in 1995. Aug. 14, aged 65.

Kenny Woodward (formerly Baker), ex-RM Bandsman, served 1944-46 in HMS Belfast as Boy Bugler. Medically discharged early 1950s. Member of HMS Belfast Association. Became BBC orchestra leader, writer, composer and arranger, arranging for singers such as Val Doonican and Shirley Bassey. Remembered for Sunday concerts Music for You. July 20, aged 72.

R. L. (Ron) Schindler, ex-PO submarine. Boats: Selene, Sanguine, Sea Devil, Token, Tudor, Scotsman, Resurgam. Member of Gosport branch of Submariners Association. Aged 67.

Kathleen Beatrice Anna (Queenie) Wall (nee Hennis), former POWRN, served 1941-49. Service: HMS Bristol, Defiance, Pembroke III, Beaconsfield, Golden Hind (to Australia on board my Dominion Monarch, returning in HMS Formidable), Drake & Drake II, RINA Rainhill, RINA Sherborne, Dauntless, Pembroke. June 8, aged 83.

Jim Burton, served in destroyers and light cruisers. Veteran of Korean War and Malaya Emergency. Aged 74.

William (Bill) Hodgson, ex-AB Asdic operator. Ships: included Kenya, Saintes. Aug. 8, aged 67.

Robert T. (Bob) Smith, ex-CPOMT1, served 1958-82. Ships: Ganges, Bulwark, Cavalier, Beagle, Intrepid, Gibraltar, Haslar. Aug. 1, aged 57.

Frances Phillips, ex-WRNS, served 1942-46. Member of HMS Penelope Association.

Dennis Lockyer, ex-AB, served 1952-61. Ships: Implacable, Dalrymple, Apollo, Tamar, Battleaxe. Aug. 1, aged 64.

Ken Bastable. Ships: Ganges, Myngs, Glasgow, Sparrow, Hornet, Loch Fada, Barrosa, Vernon, Dolphin, Torquay, HMS

Plymouth. Aged 70.

Denis R. William Barnard, member of Algerines Association (Ready, Marvel), June 15.

William Evans, member of Algerines Association (Waterwitch) June 24.

Roy Jordan, member of Algerines Association (Pincher), July 6.

Cyril D. Keen, member of Algerines Association (Orestes), July 23.

Philip R. Brook, member of Algerines Association (Lysander), July 25.

John C. E. Cripps MBE, member of Algerines Association (Coquette), Aug. 3.

William McDermott, member of Algerines Association (Acute), Aug. 24.

Peter M. Randall, member of Algerines Association (Welfare), Aug.

John James, ex-L/Tel submarine. Boats: H33, Vengeful, Tiptoe, Turpin. Member of Peterborough branch of the Submariners Association. July 26, aged 77.

Ernie Shelton, served 1958-67. Member of the Aircraft Handlers Association. Aug. 20.

James W. (Jim) Rutter, ex-PO/Lt sub-mother, served 1940-49. Boats: Sturgeon (during patrol off Norway, sinking 11,500 tons of enemy shipping), Untrig, Unseen, Ultor, Tireless, Token. Member of London branch of Submariners Association. August in Canada, aged 81.

Alfred (Jack) Hobbs, ex-CPO, served 1937-61. Ships: St Vincent, Dunedin, Berham (survivor), Victory, Howe, Volage, Dryad, Boxer, Torquay, Indomitable, Tenby, Glasgow. Member of HMS Barham Survivors Association. Aug. 6, aged 79.

Johnnie (Yorky) Parkinson, ex-Radar operator. Served in Korea in HMS Belfast 1950-52. Aug. 25, aged 70.

Meirion (Taff) Jones, ex-submarine Coxn. Boats: Sea Scout, Sidon, Trespasser, Upstart, Thorough, Seraph, Artful. Member of Gosport branch of Submariners Association. Aug. 29.

John Costello, ex-L/Sto, served 1939-49. Ships included HMS Sussex.

Chris Jarman, ex-POM(E), served 1961-80. Ships: Ganges, Albion, Palliser, Sultan, Salisb. Sept. 3, aged 54.

John Moss, served in Albion, Shouton, Tiger, Glasserton, Renger, Fort Grange, Sir Geraint, Sir Galahad. Aug. 1, aged 48.

Albert Harding, founder member and former president and chairman of Atherton White Ensign Association. Ex-ERA3, served 1943-55. Ships included Indefatigable, Newfoundland, Gravelines, Roebuck, St Kitts. Aged 76.

Harry Moisey, member of Yorkshire Fleet Air Arm Association.

ASSOCIATION OF RN OFFICERS

Cdr (E) C. G. Crill. Served: Liverpool, Kenya, President, Victory.

Cdr (E) H. J. P. Crouse DSC. Served: President, Nile, Defender, Implacable, Indomitable, St Angelo.

Cdr (SD) P. Davie. Served: Whaddon, Indefatigable, Terror, St Angelo.

Lt Cdr (E) E. H. Ravenscroft. Served: Ceylon, Dampier, Redpole, Britannia, Galatea, Victory, Sultan.

Lt P. J. Sparkes. Served: Hang Jebat, Excellent, Royal Malayan Navy.

Surg Lt C. E. Stuart RNVR. Served: HMNB Portsmouth, RHN Haslar, RM Deal,

Promotions to Chief

AUTHORITY was issued by Commodore Naval drafting in September for the following to be advanced:

To CCWEA - G. Coleman (Raleigh), N. McHenry (Trenchant), J.A. Stanley (Vengeance, Port), D.N. Brooks (Vigilant, Port), D.A. White (CSS Shore Fislarie), A. Mills (Drake CFM), P. Evans (Drake CFM), S.P. Trotman (Raleigh).

OPERATIONS (SEAMAN)

To CPO(M) - P. Askew (Drake CBP (DLO)), P.G.L. Gill (Gannet), A.J. Lyburn (Excellent), D. Hedges (Dryad), J.T. Holmes (Wadsworth) (Cambridge).

To CPO(R) - J. Spence (NMA Gosport), P.A.G. Burnett (Richmond), S.A. King (Dryad), S.E. Russell (Dryad), A.J. Higgs (MWC Poole), D.J. Robbie (Coventry), I.S. Weller (Somerset).

OPERATIONS (COMMS)

To CPORS - P. Swallow (BPF), A.C. Bosher (DCIS(N)), K.J. Goldingay (Collingwood), A.G. Winchester (FOSM N'wood Ops).

OPERATIONS (PHYSICAL TRAINING)

To CPOPT - K.J. Bowen (OCLC London).

MARINE ENGINEERING

To CPOMEM(L) - T.A. Lendrum (JSU N'wood), A.S. Wells (Illustrius), P.N. Chandler (MOD DCIS(FS)).

To CPOMEM(M) - C. Pearn (Drake CFM), J. Summers (Shetland), M.J. Fordham (Excellent), P.R. Wing (Sultan), M.A. Davenport (Somerset), A.S. Wells (Drake CFM).

WEAPON ENGINEERING

To CPOEM(W) - D. Farrell (Sultan AIB), To CPOEM(R) - K.W. Shakes (JSU N'wood).

SUPPLY AND SECRETARIAT

To CPOCA - A.D. Carr (Manchester), D.J. Wheeler (Edinburgh), M.A. Heard (JSU N'wood).



THE KIA Carens small multi-purpose vehicle (left) and Kia Sedona full-size MPV have the lowest cost of ownership in their class, according to the latest report issued by independent motor trade analysts CAP.

Mark Norman, editor of *CAP Monitor - Future Residual Values* which is used by many fleet buyers as a guide to depreciation, fuel and servicing, said it was the first time the Carens had been listed in the keenly-fought segment.

"It shows that over three years/60,000 miles the SX model has the lowest running costs of any small MPV on the market, while the Sedona 2.9S, which was launched last year, has the lowest running costs of any full-size diesel MPV."

The five-seat, 1.8 Carens, priced from £9,995, topped the economy league for 1.6-1.9-litre small MPVs with predicted costs of 23.3p per mile over three years, followed by the six-seater version (£10,295) at 23.6p.

Third was the Citroen Berlingo 1.8i Forte (23.7p), fourth the Citroen Xsara Picasso

1.6i LX, and fifth the Renault Megane Scenic 1.6RT.

Sedona models took the first eight places for 2.5-litre and above MPVs, followed by the Ford Galaxy 2.8 Ghia and VW Sharan 2.8 Sport, while the 3.3-litre Chrysler Voyager was 13th and 3-litre Renault Espace 19th.

In the class for diesel MPVs over 2.5 litres, Sedona models took the top seven places ahead of the Voyagers – and the low running costs bettered the winners of the classes for 1.6-1.9-litre and 2.2-2.4-litre diesel MPVs.

Sharper lines on thoroughly modern Mitsi

MITSUBISHI'S latest Shogun, enjoying its third incarnation, is a world apart from its popular predecessors – bigger, more economical, and less expensive. It's a thoroughly modern Mitsi inside and out, with a new monocoque body incorporating a chassis frame instead of sitting on a traditional ladder chassis, resulting in a more car-like smoothness of ride.

And whereas the flared wheel arches on the old model were extensions, those on the new one are part of the wings – with protectors – giving sharper lines.

Under a bonnet no longer disfigured by a huge snout air intake, there is a choice of the latest direct-injection petrol or diesel turbo direct-injection engines for low emissions which will help keep down the tax bill for company car drivers from next year.

For those high-riders torn between a 4x4 and a road-only people-mover, the long-wheelbase Shogun comes as a seven-seater as

standard.

While this means a forest of head restraints if running a full 'bus', it can be rapidly and effortlessly transformed into a spacious load-lugger.

For not only do the 60:40-split second row of seats fold down, the third row bench very neatly hinges down under the floor – no hernias trying to manhandle hefty furniture, or finding garage space to store it, in this wagon!

With a turbocharged 3.2-litre diesel engine, as on the long-wheelbase, five-door GLS model tested, the Shogun has a fair turn of speed for its bulk, with 0-60mph in under 12 seconds and 106mph

potential, and excellent muscle which means it can tow up to 2.8 tonnes.

Normally one would expect to pay dearly in consumption, but with the new engine's efficiency coupled with the fact that you normally run only in rear-wheel drive, the official average is just under 30mpg, with around 35mpg on longer runs, although I bettered even that in mixed motoring.

If you want all-wheel drive, you can engage to and from it at up to 62mph, and, of course, this new Shogun has all the versatility and ruggedness you would expect for off-roading too.

This includes multi-mode anti-lock braking with electronic brake-force distribution and positive power steering.

In the luxury stakes there is excellent supportive seating, separate heating controls in the rear, vanity mirrors, and, of course, the ubiquitous cup-holder for every seat.

And for those using the Shogun in green lanes as well as fast lanes, the six-speaker stereo has the bonus of an electric aerial with half-height control.



• The new Mitsubishi Shogun – a fair turn of speed for its bulk.

CAR FACTS

MODEL: Mitsubishi Shogun 3.2TD DI-D LWB GLS.

PRICE ON ROAD: £33,495.

ENGINE: Four-cylinder, 16-valve DOHC, 3.2-litre, electrically controlled, direct-injection diesel with water-cooled turbocharger with intercooler. Produces 162bhp at 3,800rpm and 275lb/ft torque at 2,000rpm.

TRANSMISSION: Manual, five-speed change with two-wheel drive and Super Select, four-wheel drive modes with electronic transfer shift, rear differential lock incorporating limited-slip differential.

PERFORMANCE: 0-60 in 12secs. Top speed 106mph.

FUEL ECONOMY: 29.1mpg (combined cycle); 34.9 (extra-urban).

SEATING CAPACITY: 7.

INSURANCE: Group 16P.

SERVICE INTERVALS: At 9,000 miles or 12 months.

WARRANTY: Three years, unlimited mileage.

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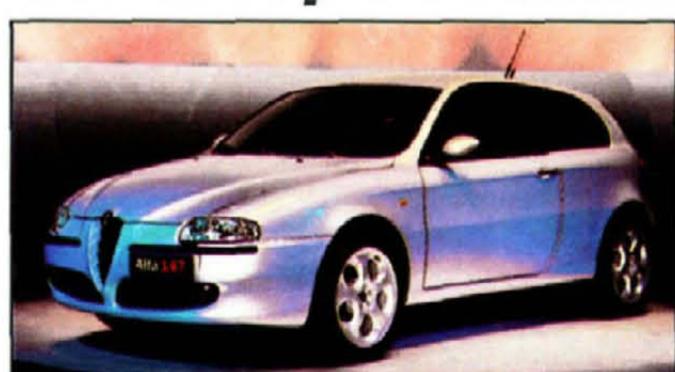
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NNU NY 4



IT'S SHOWTIME, with the British International Motor Show opening at Birmingham's National Exhibition Centre on October 19. Sure to cause a stir on Alfa Romeo's stand is this compact new 147 sports hatchback, making its public debut before going on sale in the UK early next year. The Alfa 147 will be available with 120bhp and 150bhp Twin Spark 16-valve engines which, with chassis and suspension developed from that of the highly successful 156 saloon, will ensure outstanding all-round dynamics.

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Over to You

Book of Remembrance: To complete this book Alan Bayham-Jones is looking for information on the following men, the actions in which they were killed, and their ships: Edgar John Bowen (HM Trawler Fulmar), died January 17, 1916, in Dardanelles; William Henry Edmunds (HMS Pembroke) October 3-4, 1916, in Scotland; James Herbert Shotton (HM Trawler Walpole), December 17, 1916, place unknown; Gyles Antony Owen Andrews (HMS Barham), November 25, 1941, in Mediterranean; George Frederick Popple (HMS Drake), January 13, 1945, in UK. If you can help, contact Alan on 01594 531067, email: ab187@tesco.net

HMS Barfleur: Genuine cap tally desperately sought by Roy Gorringe, as well as other destroyers. He has tallies and books to exchange for same. Contact Roy at 99, Highbury Grove, Clapham, Bedford MK41 6DX, tel: 01234 342797.

HMS Mastodon (Exbury House): German bomber crash, April 18, 1944; please contact John Stanley, at 179, New Barn Lane, Prestbury, Cheltenham, Gloucestershire GL52 3LH, tel: 01242 520456, with your recollections.

ML2840, 1965: F.G. Toplis has a half-pint pewter tankard upon which are the names of the final crew in 1965. They are: Gidele I and II, Scouse, Tramp, Sparks, Loft, Jan and Stokes. Would any of these lads like to contact Mr. Toplis, at 135, Melfort Rd, Newport, South Wales NP20 3FS, as it may be of sentimental value to them.

HMS Daffodil, 18 March, 1945: W.F. Allison recently visited Dieppe Cemetery and photographed the following graves in row N: A/B 5. J. Byron, M. Pardo, J.D. Carter and C. A. R. Edsor; O/S A. W. J. Allen, Lt F. P. Adams, Stk PO A. Gilbert, Stk 1st cl W. Edmonds and Stk M. A. McCauley. If any relative would like a copy, please contact W. F. Allison, 34, Barrington Drive, Macclesfield, Cheshire GL3 3BT, tel 01452 610923.

Mombasa: Reminiscing with an old oppo about the quality and price of fish and chips, reminded Ron Witham about Hocro's Fish and Chip restaurant in Mombasa, at which he had many portions after several pints of the local brew 'Tuska'. Does anyone know the type of fish they would have been eating? They were there in the 1960s on board HMS Bulwark and Victorious. Contact Ron Witham, 11, Ashdown Grove, Portslade, West Yorkshire WF8 2PW, tel 01977 797589.

HMS Revenge: Alan C. Williams is trying to trace the whereabouts of the ship's bell. If you have any information, contact Alan at 18, Pinegrove Road, Sholing, Southampton, Hants SO19 2PG, tel 023 8032 9630.

HMS Patroclus: F.W. Cripps is looking for information about Harry Fuller, someone he knew in S.E. London in the 1930s, whom he last saw on board HMS Patroclus in Gibraltar. If you can help him, write to 20, Quarry Chase, Poole Road, Bournemouth BH4 9DD.

John Scott Binnie McAllister: born August 21, 1925: Looking for information from anyone who knew Sharon Fullerton's father and his Naval service. She knows he served in Gibraltar, India and Singapore. He was taken ill in Singapore, was brought back to the UK and discharged. If anyone has any memories of him could they contact Sharon at 23, Glenturret Street, Glasgow G32 7SG, tel: 0141 573 3251.

Frank McCaffrey: wrote a letter from East Croydon, Surrey, in July 1945 to Joe, possibly a US airman. In that letter he mentions a pilot shot down on June 21, captured and eventually shot by the Germans. Frank

served in HMS Glorious, Woolwich, Illustrious, Eagle and Valiant. If you know of Frank, could you contact Ernie Geary, 27, Haworth Crescent, Poulton le Fylde, Lancs FY6 7JG, tel: 01253 899408.

HMS Renown: Seeking anyone who served in her with Stoker Dennis Croft, 1944, or anyone who knew him. Information to his daughter, Maggie Ashton, 65, Lynn Road, Dersingham, Norfolk PE31 6LA.

Edwin Leonard Parry Morgan: joined HMS Ganges at 15 in 1935, served in Ramilles, Barham, Southampton and Roxborough. He was a telegraphist and ended up as a CPO in 1956-7. His last known address was Hall Green, Birmingham, where he lived with his wife, Helen, and sons Peter and Paul. They possibly moved to Ireland in the 70s or 80s. If you know of him please contact his cousin, R.L. Beardmore, 11, Hollis Meadow, East Leake, Nottinghamshire LE12 6RU, tel 01509 856994.

HMS Dunedin, 1941: Royal Marine Gordon Cox died when the ship was torpedoed in the South Atlantic in November 1941. Any survivor or relative of a survivor is asked to contact Gordon's sister Mrs Peggy Lingard, 38, Berkeley Gardens, Keynsham, Bristol BS31 2PN, who would welcome any information.

Yangtze Incident: Bill Hannam would like to hear from anyone who served with Maurice Reeves. He was involved in the Yangtze Incident on board HMS Black Swan and was one of the casualties. He served in Black Swan until 1950 and was discharged from the Navy in 1956. Any information to Postboys, Sedlescombe, Battle, East Sussex TN33 0OF.

HMS Glasgow: Gordon Crowther has a photograph of HMS Glasgow when she was part of the Home Fleet. It shows the ship in Cherbourg with one of the Queen's sterns, possibly Queen Elizabeth. Were you on the Glasgow at this time? When was it? He seems to recall a crew member saving someone's life after they fell into a dry dock during this visit. Contact Gordon Crowther at PO Box 7, Caloundra, Queensland, 4551 Australia.

HMS Inver: M.W. Saunders' late father, William James Saunders, served in HMS Inver. He is trying to find as much information about the vessel as he can, convoys and dates, anyone who served with him or served in the ship at any time. Contact M.W. Saunders, 29, Park Square West, West Clacton-on-Sea, Essex CO15 2NS, tel: 01255 430820.

HMS Glenroy 1934-45: G.W. Francis seeks photographs, incidents, amusing or nostalgic moments involving the ship and in particular James Frederick Buckle. His wife and family would treasure those memories after he passed away in January this year. Contact G.W. Francis, 178, Bedford Road, Rushden, Northants NN10 0SB, tel: 01933 351996.

Atlantic Charter: Phosse Griffiths is looking for artefacts, photos and witnesses pertaining to the Atlantic Charter meeting of 1941. The Atlantic Charter Foundation is a non-profit organization, trying to set up a museum on this historic meeting. Contact Phosse, Atlantic Charter Foundation, Ship Harbour, Placentia Bay, Newfoundland, Canada AOB 3EO, email atlanticcharter.1999@yahoo.ca

HMS Heythrop, L85: Torpedoed March 20, 1942, with the loss of 15 souls, including T.P. Hancock's uncle, Leading Seaman George Thomas Hancock. Mr. Hancock would like to hear from survivors, relatives or

anyone with info regarding the Heythrop. Contact T.P. Hancock on 0116 285 4463, email: pete@ukspots.net

HMS Presidents: In 2003, London Division RNR will celebrate its centenary. CPOA Maurice Weight is looking for help in compiling a historic record of those 100 years. He would be pleased to hear from anyone who can make a contribution. Photos/artefacts will be scanned and returned. Contact CPOA Maurice Weight, 47, Oakpits Way, Rushden, Northants NN10 0PR, tel 01933 318776.

HMS St. George (39-45): Does anyone know of a book or any literature that records the existence of this wartime Boys' Training Establishment, or the existence of an old comrades' association? Norman Loake can find numerous references to HMS Ganges, but never St George. As an old boy himself he would like this information. Contact Norman Loake, 23, Underwood Rd, Rothwell, Kettering, Northants NN14 6HX.

HMS Bronington 1966-67: Ian Harley is trying to locate photographs of the crew taken together, ideally with the crew's names alongside the picture. If anyone can help with pictures or knows where he can get them, please contact Ian at 45, Struan Place, Inverkeithing, Fife KY11 1NF, or email: iain.harley@ntworld.com

WWI Medal: Whilst digging in her back garden, Jenny Rouchy unearthed the following medal: *The Great War for Civilisation 1914-1918*; around the rim reads *J74355 A. P. Giddins Ord. R.N.* She would like to return this medal to the rightful family. Please contact Miss Rouchy at 226, Wimms Ave, Walthamstow, London E17 5LP, tel: 020 8531 6880.

HMS Moorsom and HMS Malcolm: N.R. Riley is looking for photographs of these ships in which he served as a midshipman/sub-lieutenant. Is there an Association for these ships? Contact Mr Riley, 1, Macarthur House, Chesterfield Walk, London SE10 8HJ, tel: 020 8858 1298/4530.

Wool: Any reader having photographs of, knowledge of, or having served on or with **HMS Elfin** or **HMS Nettle** (1933-57), please contact D.A. Feary, 44B North Street, Stanground, Peterborough PE2 8HS, or the Royal Navy Submarine Museum, Haslar Jetty Road, Gosport, Hants.

Sydney Pollitt, died Singapore 1945:

HMS Wizard & HMS Cadiz Association: reunion at the Nautical Club, Birmingham, from November 3-5. All commissions, ranks and rates welcome. Details from Tom Fox, Marloeth, Church Lane, Meriden, CV7 7HX, tel: 01767 523296.

HMS Belfast 1942-44: Any information on PO Peter George Mackay (Pat), Engine Room dept, whose last known address was Barking, Essex. Contact Ted Hill, Hon. Secretary, HMS Belfast Association, tel: 01708 341907.

HMS Coventry (1942) and all who took part in Operation Agreement Tobruk, 1942, muster at Coventry Cathedral, at 10am, Sunday, November 12. Further details from A. Stenning, 11, Eileen Ave, Rottingdean, Brighton BN2 8AD, tel 01273 305193.

The Escort Groups reunion and AGM at the Streton Hotel (Promenade, Blackpool, FY1 1RU, tel: 01253 625688), November 20-23. Advance booking essential. Details from Marie Lupton, on 01772 812838.

HMS Dainty fifth reunion at the Adelphi Hotel, Liverpool, May 18-21. It is hoped that a Standard will be dedicated at a drumhead service on the 20th. All ex-Daintys and guests welcome. Details from Peter J. Hillman, 15, East Mead, Pagham, Bognor Regis PO21 4QH, tel: 01243 265901, e-mail: peter@nexusuniversal.swinerton.co.uk

HMS Opportunity Association 1942/55: Reunion May 21-24 at the Streton Hotel, Blackpool. Contact W. Len Phillips, 8 Redgate, The Pippins, Northwich, Cheshire CW8 4TQ, tel: 01606 79880.

RN Shipwrights and Artisans reunion at RBL Club, Plympton, Plymouth, on December 1. Contact Mark Allen on 01752 338588 or Bob Johnson on 01752 793143.

HMS Protector Association dinner and reunion at the Spice Ship Inn, Preston, Weymouth, on December 9. Details from Bill Bartlett on 01202 480767.

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At your Service entries

■ Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

■ Please send in Reunions at least three months (preferably four) before the month of the event.

■ There may be a delay before items appear, due to the volume of requests.

■ Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.

■ The Editor reserves the right to edit or refuse publication of submitted notices.

■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

Calling Old Shipmates

HMS Greyhound: J. Turner is looking for information about A/B F. Robinson, who was decorated for the submarine rescue of certain papers. Last known address was Whitefield Road, Liverpool. If you can help, contact J. Turner on 0151 355 4628.

'Brum' Dutton is looking for Jock McCauley (Glasgow area), who served with Brum on Zephyr, Armada and Vanguard between 1947 and 1952. Give Brum a call on 023 8086 7406.

Benbow/Anson 43 Entry, 18 October 1982: Dave George has started plans for a 20th anniversary reunion in 2002. More details and class photos at <http://www.porthsmouth-victoria.co.uk/reunion1.htm>. Dave has the lead; contact him on 023 9267 2176, email dgeorge@cwcom.net, or at classof82@portsmouth-victoria.co.uk. Please to hear from you all (only five still serving, they think).

HMS Porlock Bay: John Kessell would like to hear from anyone who served in the Porlock Bay. Contact him at 18, Beach Field, Wool, Wareham BH20 6DQ, tel 01929 462087, email jwkessell@ntworld.com.

HMS Hurworth (Happy H): Gerry Brown seeks D. Simmonds (Simmo) or other members of the crew who went to the Gulf in her. Contact Gerry at 39, Somerville Drive, Murray, East Kilbride, G75 0LU, tel 01359 01511, email: gerbrown@btconnect.com.

HMS Manchester, Gulf 91 (Joe Cocker) and HMS Invincible, Orient 92 (Tony Shelly): Lost contact over the years, please contact Crash Evans, 5, Royal Mansions, Royal Crescent, Whitby, North Yorkshire YO21 2SD, tel 01947 8603730, e-mail: levens@talk21.com.

HMS Loch Achanal, K426: Patrick Griffiths has an 11x14in photograph of the crew at her commissioning in July 1944 at Leith, Scotland. He will give it to the first request that he receives. Also trying to trace crew members of BYMS 2189. Contact Patrick at 46, Chilton Drive, Stoney Creek, Ontario, Canada L8J 1M2.

The Royal Naval Association (Aberdeen Branch) meets every Tuesday night at 2000 hours in the Aberdeen University Royal Naval Unit Mess at Bridge of Don Barracks, King Street, Aberdeen. All will be most welcome to attend, whether as a visitor or as a local. E-mail Tom Watt at tommwatt209@hotmail.com and he will make sure you will have a warm welcome.

Anyone who served in either 826, 706, or 706 B squadrons based at HMS Seahawk, or served in HMS Hermes with 826 squadron from 1967-1970, get in touch with Dave "Bungy" Williams, 89, Linton Road, Arbroath, Angus DD11 5HZ, tel 01241 876769, or e-mail: williams1944@libertysurf.co.uk.

HMS Ark Royal 1976-78: Ex LSTD Bob Winslow is looking for LSTD Dave Austin (last known in Chatham area). He would also like to hear from any stewards who served with him in the wardroom and lived in 4R2 mess. If anyone knows Dave's address, could they contact Bob at 77, Gypsey Lane, Swindon, Wilts SN2 6DH.

Don Lait seeks the whereabouts of Robin Sheriff. They joined HMS Raleigh on March 5, 1957. Last seen in Chatham Barracks, 1959. Contact Don at 185, Penhill Road, Beeston, Kent DA5 6LA.

HMS Daedalus: Looking to contact offi-

cers (from 90s) to initiate a reunion in 2001. Contact George McCaffery on 01249 701262, or e-mail: george.mccaffery@which.net

10th Destroyer Flotilla 1943-45; Tribal-class destroyers/Polish/HMS Javelin: Membership is open to all personnel and ratings who served in these vessels when made of steel as well, he thinks. Tel 01793 727442, e-mail: mike.hosking@scudheretheadneedle.com

White Ensign Fellowship: is there to help put old shipmates from the Royal Navy and Royal Marines back in contact with each other. SAE to W.E.F., 5, Cumberland Place, South Shields, Tyne & Wear NE34 7JB, or <http://www.direvfreescruse.co.uk> e-mail: wef@direvfreescruse.co.uk

HMS Ganges, February 6, 1951: John Concannon, Bill May, Charlie Meadows, where are you? Contact John Morgan on 023 9258 2901.

Tedd Williams: Looking for Taff (Gary) Francis and Scouse (Rob) Thompson from the early 1970s. Taff was in HMS Albion during 1971-73, then worked for Mobile FMU in HMS Defiance (ex-HMS Fort) in Devonport during 1973-74. Scouse and Paddy (Phil) Murphy worked for CSU on survey ships (on HMS Defiance) during the same period. They lived on board in HMS Drake. Anyone who knows their whereabouts, please contact Paddy at 3, Baker Crescent, Baulkham Hills, Sydney NSW 2153, Australia, or e-mail: pnmurphy@juno.com.au

Tony Harrison (Harry the B): is an Ex Royal Navy Leading Chef. He left HMS Chatham in 1997 to be with his family in Baltimore, USA, and has lost contact with many of his old friends. He joined the Navy on November 27, 1979, participated in the Falklands Campaign, and was aboard HMS Antelope when she was sunk. He would like to hear from anyone who remembers him, especially Commander Andrei B. Spence, SSO, who went on to be Staff Legal Advisor to FOST at HMS Drake. Write to 2690,

SPAG put on alert

WHEN NEWS of the Kursk's fate reached the Royal Navy one of the first units to be alerted was the Submarine Parachute Assistance Group (SPAG).

The team, based at the Submarine Escape Training Tank at Gosport, is equipped to parachute into the sea at the start of any submarine rescue.

And they were desperately disappointed that their services were not called upon to help the Kursk.

Rescue Instructor CPO Paul Barton said: "It was very frustrating for us. Our equipment, which is technologically very advanced, would have given the Russian submariners the very best chances of escape."

The SPAG is at six hours notice to respond to any emergency and their next major exercise, at the end of October, involves 18 of their staff.

The team will dash to their equipment base at RAF Lyneham and take off in a Hercules which will drop them into Studland Bay, Poole.

Then they will be picked up and transported to Herne Airport for tests on a new type of canopy.



Faslane holds memorial for Kursk submariners

A MEMORIAL Service for the men who died in the Kursk disaster has been held at the home of the Royal Navy's Trident and S-class nuclear submarines.

The service, which was held at St John's Church at HM Naval Base Clyde, raised more than £2,500 in donations to an appeal for the families of the Russian submariners who were lost off the coast of Murmansk on August 12.

Royal Navy Chaplain the Revd Martin Poll conducted the memorial service which included the hymns 'Guide Me Thou Great Redeemer' and 'Eternal Father Strong to Save' and a period of silence.



• MEMORIAL SERVICE: The Revd Martin Poll conducts the service which was attended by both Service and civilian personnel at HM Naval Base Clyde.

KURSK DISASTER: Rescue leader tells of team's frustration

THE MAN who led the British effort to rescue the Kursk has been talking about his team's determination to help and their sorrow as the Russian submarine's fate finally became clear.

By Dominic Blake

Royal Navy Submarine Escape and Rescue Project Manager Cdr Alan Hoskins said that dozens of personnel swung into action when news of the disaster broke on Monday August 14.

"A phone call at 9am on that Monday morning started an alert process to make sure that people were aware of what was happening and what we might have to do" he said.

"We got military approval to forward deploy to Norway and we were mobilised and ready to go on Tuesday."

While the LR5 rescue submersible and its crew prepared to

deploy from Renfrew near Glasgow, Cdr Hoskins helped to pull together a team which included Naval staff from all over the UK.

Among the experts chosen were rescue force co-ordinators Cdr Nick Harrap and Lt Cdr Piers Barker, six Royal Navy divers from Fleet Diving Unit 2, medical specialists Surg Cdr Peter Benton and Surg Lt Cdr Graeme Nicholson from the Institute of Naval Medicine at Alverstoke, radiation monitors from Rhu in Scotland, and a team from Flag Officer Submarines HQ.

Cdr Hoskins said: "The important thing was to get the rescue assets and a suitable mother ship there in the shortest possible time.

"The mother ship needed to be able to give us the best possible all-weather capability and that's why we identified the Normand Pioneer, with its dynamic positioning system and large A frame."

After last-minute modifications to the mother ship in Trondheim the team set out on the 800-mile voyage to the Barents Sea.

While they were on their way another team within the Ship's Support Agency at Bath, led by Commodore Tim Chittenden, provided them with vital technical



• Submarine Escape and Rescue Project Manager, Cdr Alan Hoskins.

information and support.

Cdr Hoskins said: "They were thinking about what we could expect to find when we arrived and trying to solve any technical issues on our behalf, such as how to monitor the pressure and the atmosphere, and trying to get detailed information on issues like the escape hatches as we were surprised at how little detailed information we actually received from Russia.

"The rescue mission built up a tremendous impetus and we were all caught up in that as we got to the scene and waited to be called in to conduct a rescue mission.

"Having concentrated all our efforts on potential survivors, our thoughts turned to the casualties and their families and there was a very, very sombre mood on board.

"It had been a total team effort and the LRS was just the tip of the iceberg. It takes an awful lot of management, co-ordination and information to get to the stage we were in, ready, on scene, and keen to do the job.

"The trip back was very subdued, people with their own private thoughts, wondering if we could have done anything, but everyone realising that we will probably never actually know if our best efforts would have been in vain."



• LR5: The team prepares the rescue submersible for action as the Normand Pioneer steams towards the Barents Sea.

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Ark crew cycle up the coast

TWO CHARITIES benefited to the tune of £190 each when sailors from HMS Ark Royal cycled a Scottish coastal path.

The ride, between Rosyth and Kirkcaldy, raised a total of £380, which was divided between charities in Dunfermline and Leeds.

The Bellycoman Road Project in Dunfermline is a residential home run by the Aberlour Child Care Trust, caring for five young people aged between 11 and 22 with physical and learning disabilities.

The affiliation with Leeds, the ship's adopted city, is the Candlelighters, the chosen charity of the Lord Mayor of Leeds.

The Candlelighters are a group of parents of children treated at St James' University Hospital in Leeds who are suffering from malignant diseases or severe blood diseases, and they aim to make the lives of the children and their families more bearable.

HMS Ark Royal is undergoing a two-year refit at Rosyth, and has a reduced ship's company of just 44.

Winter sun

MERSEYSIDE branch of SSAFA Forces Help is offering a prize of a free winter holiday for five years.

A £10 ticket – one of only 500 on sale – could secure a week in an apartment on the Costa del Sol each November from 2000-2004. Contact Harry Flynn on 0151 604 1205 for details.

Helping Hands



Andy flies across UK to boost Barnardo's

Joint force plugs a gap

MEMBERS of all three Services were involved in a precision operation to plug a gap in the Thames River Walk which follows the river banks from the source near Cirencester to London.

Using a Chinook from 18 Sqn RAF, the Joint Aircraft Transport Evaluation Unit (JATEU) devised a method to carry and place two eight-tonne steel beams for use in a new bridge at Bloomers Hole, Oxon.

The procedure had been tested in advance under the supervision of CPO(AH) Alex Third, using two cranes.



Sailors cheque in

SAILORS from HMS Edinburgh who took part in the Snowdonia Challenge this year have handed over a cheque for £1,042 to the Multiple Sclerosis Therapy Centre, Portsmouth.

Former First Sea Lord Admiral Sir Jock Slater accepted the

cheque as patron of the Portsmouth MS Society.

The Challenge team was sponsored by Fleet Support Ltd.

Their destroyer is back at sea under her new Commanding Officer, Capt Joe Gass, after an extensive maintenance period.

• Thanks: Admiral Sir Jock Slater (far right) accepts the cheque from Peter Horne of Portsmouth MS Society, watched by members of the ship's company of HMS Edinburgh.



• Happy faces: Ros Tall, wife of Captain Base Personnel, Capt David Tall, cuts the birthday cake.

Pre-school celebrates refit

A ROYAL Navy pre-school building in Plymouth has celebrated its 15th birthday with the completion of a £20,000 refit, mainly thanks to King George's Fund for Sailors.

KGFS provided the lion's share of the funding for interior and exterior decorations and repairs, and new flooring throughout.

The wooden building in Stokingway Close, Plymstock, which has catered for hundreds of Service and civilian children since 1985, is also able to buy a new piece of equipment, thanks to a cheque for £300 from the RN Residents' Association.

Captain Base Personnel at Devonport, Capt David Tall officially opened the centre.

Jon supports MACS

A CHARITY which supports children born with blighted eyes is £2,500 better off, thanks to CPO Jon Mills.

The Micro Anophthalmics Children's Society (MACS) supports the families of children born with only one or no eyeballs.

Jon, who is based at HMS Dryad, raised the money around the world, including New Zealand, Cyprus and the United States, from various running clubs, societies and associations.

It will be used both for research into the disease, and to help make life easier for the children and their families.

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In Brief

AN 11-STRONG team from HMS Gannet traversed the 96-mile West Highland Way from Glasgow to Fort William in just 81 hours to raise more than £400 for the Malcolm Sargent Cancer Fund for Children.

A SUBMARINER who gave up smoking during a patrol in HMS Vigilant has donated £479 sponsorship to the children's special care unit at the Royal Alexandra Hospital, Paisley, to help buy a breathing monitor.

Had LMEM Marc Stewart lit up on board the Trident boat he would have forfeited the sum pledged out of his own pocket.

RUNNERS interested in tackling the 2001 Flora London Marathon to raise money for King George's Fund for Sailors will have to get a move on.

The charity has 25 guaranteed places in the race, on April 22, but hopes that individual entries will help it field 100 runners in all.

KGFS will pay the £25 entry fee, process applications and provide a singlet – but forms need to be in no later than October 16.

For details, contact Linda Hardie, KGFS, 8, Hatherley Street, London SW1P 2YY, tel 020 7932 0000, e-mail fundraisers@kgfs.org.uk, or see website www.kgfs.org.uk

A SPONSORED cycle ride by seven sailors from HMS Leeds Castle helped raise over £800 for the Kent Air Ambulance Trust.

The seven covered 500 miles from Rosyth, where the ship was in refit, to Leeds Castle in Kent – which also supported the event – in under a week.

FORMER sailor Sid Siddons is to run the New York Marathon next month to raise money for children's charity Dreams Come True.

Bricklayer Sid, who has run four London Marathons and two New York races, is seeking sponsorship; contact him on 01332 769427, or the Dreams Come True charity on 0800 0186013, or at York House, Knockhundred Row, Midhurst GU29 9DQ.



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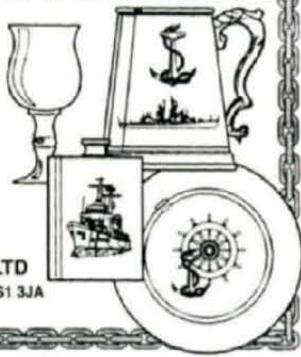


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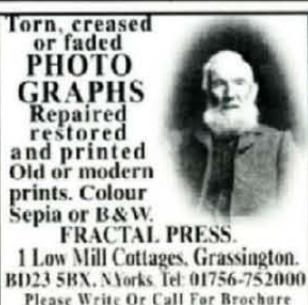
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Sport



Service yacht goes to Canaries

A 35FT YACHT is to be based in the Canary Islands this winter to provide members of the Armed Forces and Defence civilians with the chance to develop team skills and self-reliance by making voyages under sail.

Exercise Canary Watch begins on November 20 when the Royal Logistics Corps yacht St Christopher leaves Gosport for Grand Canaria, via Lisbon.

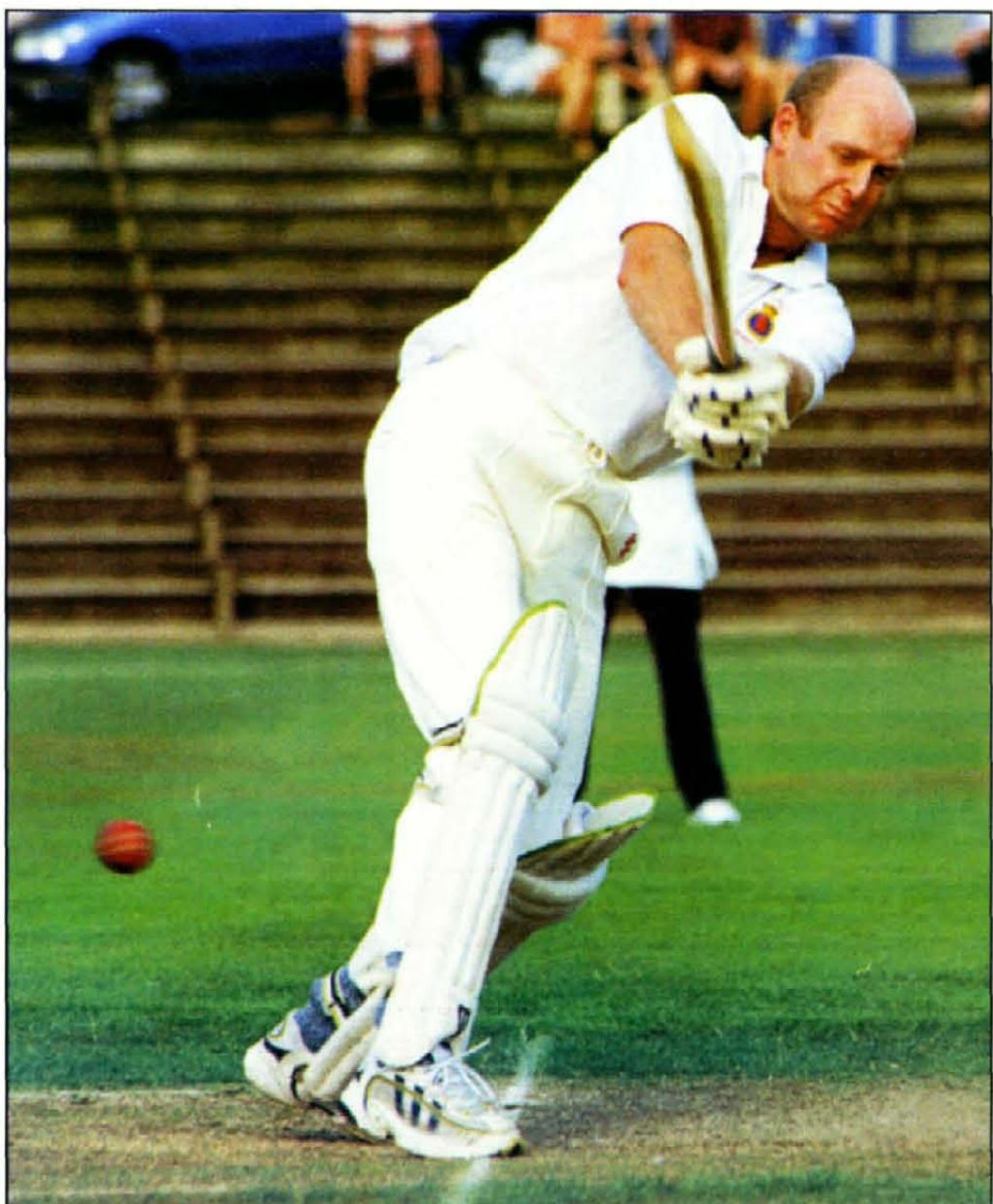
The seven-berth vessel will be based in the island until March 25, when she

will have completed nine legs of a sailing programme.

She can be chartered for £40 a day (£560 for two weeks), and flights from the UK to Las Palmas will cost about £100 per person.

Booking contact for the yacht is Maj D. Barron RLC (ret'd), who can be reached on 01264 383080 or 94391 3080.

Details of the exercise are published in Joint Service Defence Council Instruction 95/00.



● Bat and ball: LMEM George Dent in action for HMS Fearless during the ship's visit to her affiliated town of Scarborough. George was in the Fearless XI who achieved an honourable draw against a select XI from Scarborough Cricket Club, which launched the town's annual cricket festival week. Scarborough had managed 268 for 4 in 30 overs, and despite a determined start, the ship's innings was halted by the rain and the match declared a draw.

■ Off to the Med – page 23.

Rugby in the spotlight

THE DIRECTOR of Communications for Royal Navy Rugby is keen to receive information and results from all Navy rugby teams.

Lt Cdr Mike Smyth wants to see Senior Service rugby take a higher profile, and can help publicise the sport at whatever level within the Navy.

Lt Cdr Smyth can be contacted c/o the Wardroom, Northwood HQ, Sandy Lane, Northwood, Middlesex HA6 3HP, tel 01923 837890, military 9360 37890, on CHOTS at FLEET-N6(COMMSENG)SO2, or email commseng.cincfleetn6@gtinet.gov.uk

Royal Navy Rugby Union senior team fixtures for the season 2000-2001 include:

Oct 25 v West Indies (Blackheath RFC, 1930)
Nov 7 Combined Services v Barbarians (Kingsholme, Gloucester, 1900)
Nov 15 v Cornwall (Devonport Services, 1930)
Nov 21 Combined Services v Argentina (Burnaby Rd, Portsmouth, 1900)
Nov 29 v Hampshire (Portsmouth RFC, 1930)
Jan 17 v Combined London Old Boys (Burnaby Rd, Portsmouth, 1930)

Jan 30 v Devon (Devonport Services, 1930)
Feb 7 v Oxford University (Oxford, 1900)
Feb 14 v Somerset (Bridgwater RFC, 1930)
Feb 21 v Cambridge University (Burnaby Rd, Portsmouth, 1900)
Mar 6 v Exeter (Exeter RFC, 1930)
Mar 14 v Rugby (Rugby RFC, 1930)
Mar 28 v Royal Air Force (Kingsholme, Gloucester, 1900)
Apr 17 v Plymouth Albion (Plymouth, 1930)
Apr 25 v Worcester (Worcester, 1930)
May 5 v Army (Twickenham, 1500)

Navy judo date

THE ROYAL NAVY closed individual and team championships/grading will take place at HMS Sultan on Saturday, October 21.

Anyone interested in competing or grading should contact LPT Holl on 9380 24151.

French throw down soccer gauntlet

Mixed fortunes for Kent teams

SPORTING contests played a major part in the visit of HMS Kent to Den Helder Navy Days in the Netherlands.

Fresh out of build, and having just completed basic safety sea training, the Type 23 frigate was one of the main attractions as nearly 200,000 visitors flocked in over three days to see displays which included a full-scale beach attack by the Dutch Marines.

The frigate's cricket team took on a local side, and the Dutch captain elected to bat.

His team posted a creditable 204 all out, with LSA John Meyer taking four wickets for 51.

In reply, Kent could only muster 148 against some tight fielding.

S/Lt Filtness was unlucky to record the only duck of the game, but John Meyer again shone with a fine innings of 78.

John was elected Man of the Match, and could be a name to watch in Naval cricket.

The ship's football team made up for the disappointment on the cricket pitch when they took a four-nations competition by storm.

The gauntlet had been thrown down when the FS Jean Bart, a French Cassard-class destroyer,

steamed into Den Helder harbour for Navy Days with a large replica of the Euro 2000 trophy attached to her guardrails in honour of the national football team's success.

First up against the men of Kent were the Belgians from the frigate BNS Wielingen, who were despatched after an energetic half-hour.

Next into the arena were the German sailors of the Bremen-class frigate FGS Karlsruhe, who also fell by the wayside in a match which ended 2-1.

But the sweetest moment was when England and France came face to face – the French also having shone in the earlier games.

The match ended up as no contest – the French team from Jean Bart was overpowered 4-0 by the formidable Kent side.

The goalscorers in the competition decider were PO Paddy Maunder, RS Robbie Roberts, MEM Tubs Korsak and MEM Kevin Dewar.

The Royal Navy team already looks as if it may cause rivals some problems in the forthcoming midships tournament.

Jumping Jacks in fine form

TWO Royal Navy teams competed in the formation skydiving element of the first Armed Forces parachuting championships – and one of them was in the medals.

The Navy's junior team, the Jumping Jacks, achieved third place, taking the Navy Cup, while the intermediate team, Four Sheets to the Wind, were just pushed down to fifth place.

Members of the teams – POMEM Steve Lambert, PO(R) Robbie Way, LAEM Scotty Wheller, LAEM Elkie Brooks, AEM Fergie Campbell, LT Dave Paton, POMEA Sue Haddy and LT Rich Liddle – were supported by the RN and RM Sport Parachuting Association.

The championships, held at the Joint Services Parachute Centre at Netheravon, were open to all international Armed Forces teams, competing in five disciplines.

Around 30 teams entered the formation skydiving section alone, making the event larger than the UK national championship, held a month before.

Anyone in the Royal Navy or Royal Marines who wishes to try this sport, or who already jumps and wishes to join the association, should contact the membership secretary, RNRMSPA, PO Box 442, Portsmouth PO3 5XY, or email steve_lambert@lineone.net

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Swimmer sets new records

A VETERAN Navy swimmer has put in a series of impressive performances at the World Masters swimming competition in Munich.

Representing the RN Amateur Swimming Association, C/Sgt Nic Vaughan, of RM Poole, was 8th out of 97 in the 50m butterfly, recording an RN record and personal best; 5th out of 113 in the 100m freestyle; 4th out of 65 in the 100m butterfly, in a British record time; and 7th out of 124 in the 50m freestyle, again breaking the RN record and his own best time.

Nic, as current winner of the NATO Cup, is the Navy's top sportsman, and is due to be presented with the cup at the National Masters Championships in Sheffield later this month.

In Plans for a water polo tour to the United States, and warm-water training in Italy for swimmers and polo players, next year are well in hand.

New competitors are always welcome - contact CPO Gary Thomas or Lt Cdr Walker at HMS Temeraire, ext 25912 or 24131.

Road race from base

A ROAD race around Fareham and Stubbington is to start in HMS Collingwood, the Royal Navy's weapon engineering and communications training establishment.

The 10km race, starting at 1100 on Sunday, October 15, is open to any runners, Naval and non-Naval, and will be raising money for multiple sclerosis.

Anyone interested in running who would like more information or an application form should contact the race organiser on 01329 332233 before October 6.

Rivals and courses test Navy golfers

THE NAVY ladies' golf team put up an excellent show in coming second at the inter-Services golf championship, while the men lost their match against the Australian Defence Force touring team, writes *Cdr Gary Skinnis*.

Top-rated Woodhall Spa proved to be a tough test for many of the women, with fast greens and difficult bunkers made more tricky by a strong wind on the final day.

The Army took an early 2-1 lead, with Navy ladies captain *Cdr Moira Hoath* and partner CWTR Riz Davis securing the RN's first point in the top match, but the Senior Service proved too strong in the singles, only dropping half a point in the six to win by 6.5 to 2.5.

LWPT Briggs, possibly the best lady golfer in the Services, won the top match convincingly, as did Hoath in the second.

Davis halved her match, but POWDH Pam Jack won on the final green, and when POWRN Jo Marshall won 4 and 3, the match was over. CWRN Carol McMurtry rounded off the day with a 4 and 2 win.

The RAF, hosts and firm favourites, comfortably beat the Army, setting up a decider against the Navy.

The hosts convincingly won all three points in the morning foursomes, and although Briggs and Hoath again showed their class by taking their singles matches the lower order struggled as the RAF retained the trophy, winning 7-2.

The Navy team deserve credit

for their performance, and the win against the Army did much for morale.

The committee are on the lookout for new blood, and serving females who play the game or are interested in starting are asked to contact the Secretary RNGA on 9380 27880, ladies captain *Cdr Moira Hoath* (Centurion ext 2763) or ladies secretary POWDH Pam Jack (HMS Neptune ext 6971).

At the same time as the ladies were doing battle in Lincolnshire, the men were playing the Australian Defence Force tourists at the China Fleet Club.

A two-day mini Ryder Cup format was devised, with one round each of fourball, foursomes and

singles, and the hosts made a good start, ending the first afternoon 4.5-1.5 up.

Of particular note was the form of 'guest player' WO Ian Monnery, playing alongside Lt Cdr Peter Smith, and the pairing of BC/Sgt Martin Sharp and a second 'guest', 1st Officer (RFA) Mike Marshall.

The foursomes were not quite so productive with honours even, sending the match into its final phase with the RN three points ahead.

Cpl Chris Graham and WTR Ian Learmonth produced steady play, as did Lt Mark Taylor and C/Sgt Mark Whitehouse, but there then followed a familiar story in the 12 singles, with the RN managing just 1.5 points, losing 15-9. Mark Taylor fully justified his selection for the inter-Services team by playing well on both days, gaining the only singles win.

Four Navy golfers, Lt Guy Norris (captain), Mne Richard Baker, Lt Cdr Darryl Whitehead and B/Sgt Joe Sharp, were in the Combined Services team which played the Australians in trying conditions at St Andrews later that week, and the hosts won comfortably, by 13-5.

Fuel crisis permitting, the men's inter-Services championships will have been settled by the time *Navy News* goes to press, and a full report will appear in a later edition.



● Lt Cdr Al Davidson, Detachment Commander of 819 Naval Air Squadron, finds a gap in the defence of the Brunei Police.

Scratch side beaten

A ROYAL Fleet Auxiliary and a Naval Air Squadron joined forces to field a rugby team for a competition during the ship's round-the-world voyage with Naval Task Group 2000.

Supply ship Fort Victoria formed the nucleus of the team which competed in the inaugural Rugby Tens competition - but they looked to the men of 819 NAS for support.

In opposition were teams from

On the slope

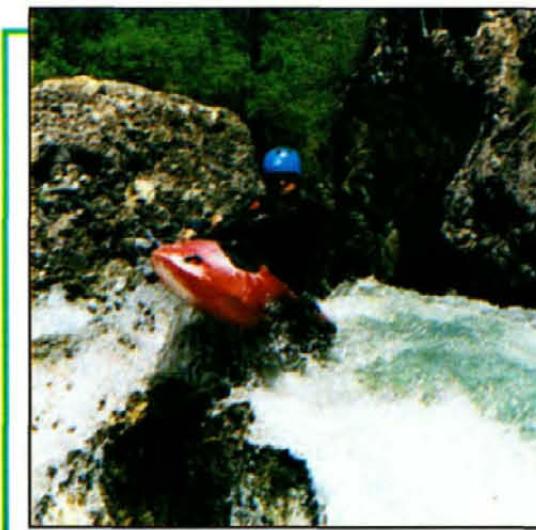
The Royal Brunei Police, the Royal Brunei Yacht Club and the representatives of the British Army.

The RFA side had never played together before, and suffered in temperatures climbing into the 90s, but they managed to beat the Brunei Police to book a place in

the semi-finals.

However, the local ex-patriates and Army teams proved too strong for the gallant amateurs, and the Army went on to win the final.

A barbecue and cocktail party at the Royal Yacht Club rounded off the event.



● Dropping in: Lt Simon Ablett tackles a difficult drop in the Durance Gorge.

Player wins his senior hockey cap for Wales

COMBINED Services hockey players MEM Danny Makaruk and S/Lt Simon Stevenson have completed the arduous training course for Level 2 NVQ hockey coach.

And Danny topped off the summer by moving up from the Welsh under-21s to the full senior team, winning his first full cap against Italy.

Danny (21), of CFM Portsmouth, has joined national league club Havant to further his international career, and is coaching at HMS Sultan mid-week.

The Navy's women's team are planning their next tour, to Vancouver next May, when they will compete in a prestigious international tournament.

The first chance for the players to get noticed in the run-up to the tour will be the Portsmouth Area Women's 6s on October 11.

Also looking forward to a tour, next September, are the under-23 men, who have U23 inter-Command indoor and outdoor tournaments at Portsmouth on October 7-8.

The senior versions of the competitions, for both men and women, are in Plymouth on October 22-24, followed by the inter-Services indoor event at HMS Collingwood on November 2-3.

It is hoped that work will start soon on the water-based pitch at Burnaby Road in Portsmouth during this month, to be finished by Christmas.

Argentinian cadets battle to 4-4 draw

DURING their visit to Southampton on a training cruise, a group of Argentinian naval cadets from the sailing vessel Libertad called in at HMS Collingwood - and ended up showing their skills on the football pitch.

The 15 young seamen were given a tour of the Royal Navy's weapon engineering and communications training establishment at Fareham, seeing the weapon equipment training areas and artificer apprentice electronics project area.

The day was rounded off with a football match against the Collingwood third XI.

Despite the chilly conditions, the two sides played out a hard-fought but friendly draw, the final score being 4-4.

Kayak numbers are still down

THE ROYAL Navy and Royal marines contingent at the Joint Services Alpine Kayak Meet was larger than last year - but still only numbered three out of the thirty on the expedition.

Despite the disappointing turn-out, the meet, held near Briancon in the French Alps, helped develop the water skills of paddlers of all abilities through a mix of personal performance coaching and safety courses.

The event also allowed participants to test themselves on demanding rivers in beautiful surroundings.

This is an annual event, and next summer's meet is being planned for either Canada or Austria.



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THE ROYAL Navy Rugby League Association representative for Scotland, Northern Ireland and Northern England, PO Perry Mason, has been selected as the Liaison Officer for the Scotland team during the Lincoln Financial Group rugby league World Cup, which starts this month.



Combined team is victorious

THE SCOTTISH came South to compete in the Navy's inter-Command lawn tennis championships – and proved far too strong for their opponents.

RN Scotland was combined with Plymouth Command, and the team beat Portsmouth 3-1 and the Royal Marines 4-0.

The championships are historically a fiercely-fought competition, held between players competing to represent the Royal Navy's men's team, but recent unavailability of players owing to work commitments has led to the championships being a shortened affair.

However, the majority of the most talented players were present, and LPT Steve Losh, Lt Rod Skidmore, Lt Cdr Andy Mills and Cdr Chris Usborne, of the winning side, remained unbeaten.

Services boat wins trophy

CPL STEVE Higgs, skipper of the tri-Service sailing ship *Saric Marias*, saw his vessel win the prestigious International Sail Training Association Trophy in the Tall Ships Race.

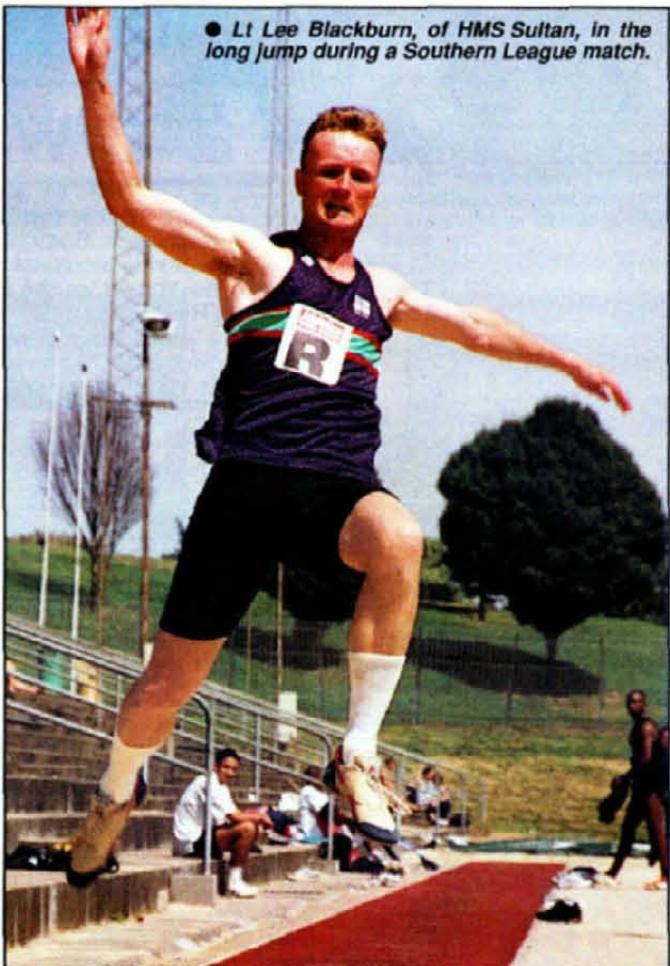
The 11,000-mile race took the ships via Cadiz, Bermuda, the United States, Canada and the Netherlands since it began in April.

Despite being the smallest ship in the race, at only 39ft, the tri-Service sail training yacht won the trophy as the vessel which contributed most to the race.

It is awarded by a committee made up from ships' crews in the race.

Cpl Higgs (38) has served with the Royal Marines for 22 years. He has been employed for the past nine years as the Royal Marines Corps skipper at the Camber, the RN/RM sail training centre – a position once filled by Pete Goss of Team Philips.

The team which sailed the *Saric Marias* comprised personnel from the Royal Navy, Royal Marines and Army.



● Lt Lee Blackburn, of HMS Sultan, in the long jump during a Southern League match.

● LPT Gary Ibbotson (HMS Raleigh), centre, storms home in the 400m in the final Southern League match at Ipswich.

Hopes dashed in decider



● The Navy goes on the attack against the RAF in the first match of the Inter-Services rugby league competition.

NAVY hopes were raised in the inter-Services rugby league competition – then dashed in the decider, when a series of mistakes allowed the Army in for victory.

The first match saw the Navy up against the RAF at Burnaby Road in Portsmouth, and right from the whistle the hosts went for their opponents.

The first try was scored and converted early in the first few minutes, and a second followed shortly after as the Navy applied pressure, displaying an admirable range of ball skills and playing well as a team.

One player each side was sin-binned, but it did not affect the flow of the game, and half-time saw the Navy leading 20-2.

The RAF came out fired up for the second half, and the airmen scored their first try, followed shortly after by a second.

But this just served to make the Navy regroup, and they replied with a try scored after a handling move of six passes. The final score was 26-12.

But it was all for nought when the Navy lost 28-18 to the Army at The Boulevard in Hull – despite playing well, and leading at the break, defensive errors let in the Army to leave the sailors empty-handed.

Sport

Athletes escape the drop

THE FINAL two Southern League fixtures of the season for the Royal Navy Athletic Club gave a glimpse of the potential of the current squad, writes Lt Graeme Riley.

The penultimate match was expected to provide a stiff test for the Navy, and with the club poised just above the relegation zone the outcome at Enfield was crucial.

Up against three of the clubs vying for promotion places, the team manager's gloomy prediction of fourth place from the five competing teams proved pessimistic.

There were some strong performances, with wins in the Hammer for Lt Jamie Summers (RM Poole)

and in the 800m for LMEA Jason Gresswell (HMS Sultan), and following a sprint relay victory the club went into the final event neck-and-neck with the home club.

The outcome was in doubt until the final lap of the 4 x 400m relay, when Enfield edged the race and took the match by a point.

The four match points earned by the RN proved vital, placing them well clear of trouble.

With the final match falling during leave periods, and staged at Ipswich, getting a full-strength team out was going to be difficult.

Once again the athletes put in a strong performance to finish third behind Ipswich and Nene Valley, both of whom were promoted.

LCK John Potts (HMS York) showed he is back to form with a fine display to win the 1,500m, and the 4 x 400m squad rounded off the day with a hard-fought victory.

The club finished 15th out of 25, with WOMEA Paul Winton (HMS Excellent), the team manager, pleased with the strong turnout throughout the season.

The thoughts of the Navy's distance runners now turn to the cross-country season. Area leagues will get under way during this month, and any runners wishing to compete should contact Cdr B. Davies (9380 23994) for Hampshire League, or Lt G. Riley (9375 65948) for Westward League.

Services draw two, lose two

A TALLY of two draws and two defeats barely tell the story of the Combined Services cricket team's summer.

The first match, against Oxford University at The Parks, saw the Varsity first-innings total of 248 being overhauled by the Servicemen, who declared at 284 for 8. CPOMEA Garbutt, of HMS Sultan, took three wickets for 41, while Lt P. Andrew of Southampton University racked up 110 runs.

The students' declared at 235 for 5 in their second innings, leaving the Services to chase just over 200 in two hours, but they fell 25 runs short with three wickets left.

The second part of their Oxbridge fixtures again saw two evenly-matched sides – but the weather intervened to force the draw.

The Services declared on 263 for 6 in reply to Cambridge's 269 for 9 declared – WTR C. Potter (HMS Excellent) scoring 76 – and the students were 65 without loss when the rain intervened.

The first of the two defeats was a crushing blow after the Services had restricted the MCC to 191 for 8 declared – the military team collapsed to 84 all out, leaving the MCC as winners by 107 runs.

And a match against Sir Paul Getty's XI at Wormsley was little better, although the batsmen did reach 200 for 8 against a host of international and First Class players, L/Cpl Tim Burt (847 NAS) scoring 65 and Lt Andrew 44.

But the Getty XI paced themselves well, reaching their total inside the final over for the loss of three wickets.

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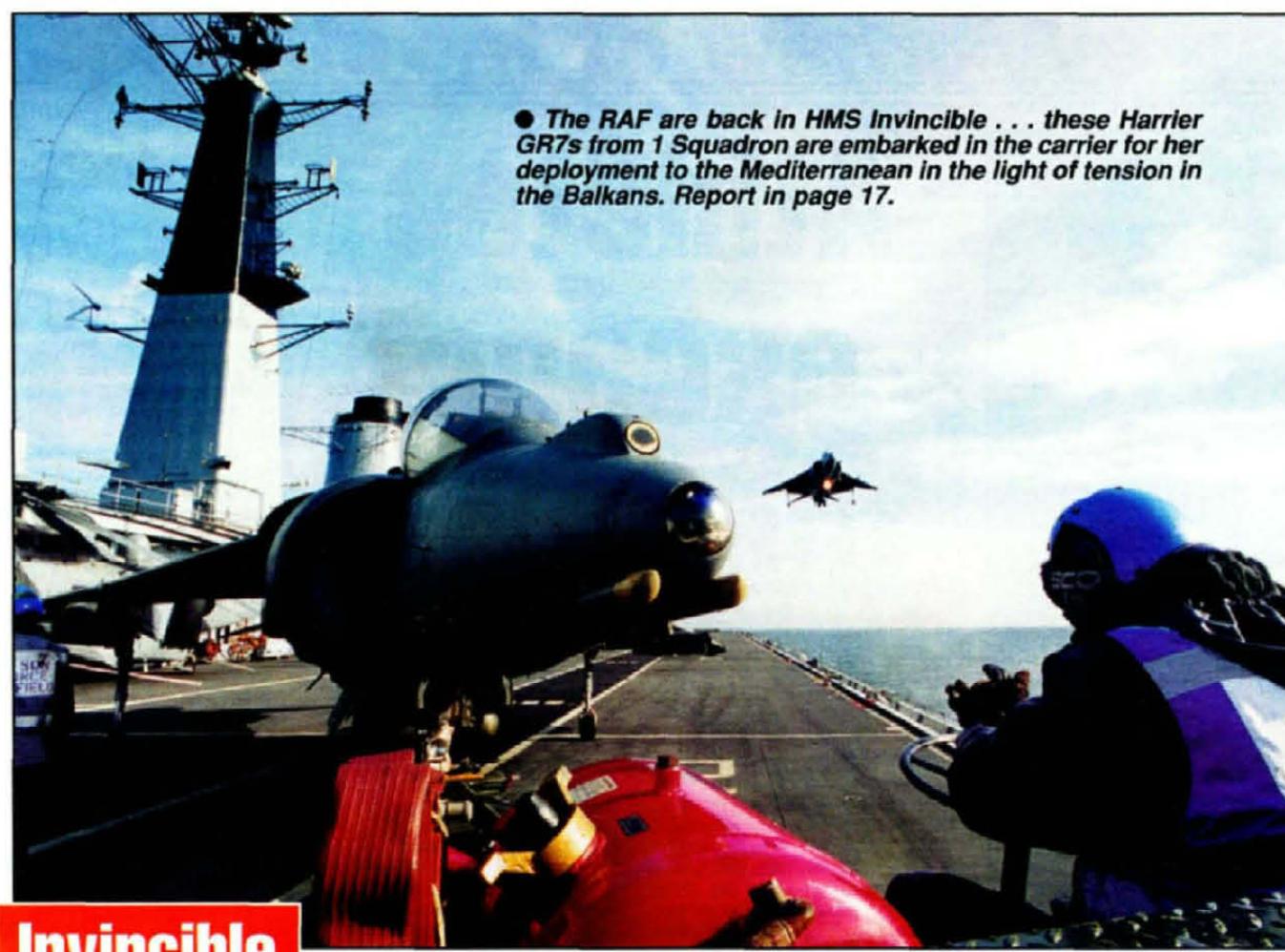
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● The RAF are back in HMS Invincible . . . these Harrier GR7s from 1 Squadron are embarked in the carrier for her deployment to the Mediterranean in the light of tension in the Balkans. Report in page 17.

Invincible in French yacht rescue

HMS Invincible rescued two Frenchmen from their stricken yacht while taking part in exercises in the Mediterranean.

She answered a mayday message from the yacht Kabuki, which had lost her sail and was taking in water off the coast of Algeria. The carrier, 15 miles away, immediately launched a rescue helicopter and informed the Maritime Rescue Co-ordination Centre at Almeria in Spain.

Throughout the operation, a French Navy exchange officer in Invincible, Lt Jean-Luc Duval, remained in radio contact with the yachtsmen.

The helicopter arrived on the scene within 20 minutes by which time the holed yacht had taken on a large amount of water and her crew – Roger Brunetto and Paul Etienne Agostini – were in the water.

They were winched into the Sea King helicopter and, exhausted, were flown to Invincible where they recovered after receiving medical attention, dry clothes and hot coffee.

Making it a truly multinational operation, pilot of the helicopter was Capt Paul Dittman of the Canadian Armed Forces. The other crew members were Lts Dave Mallen and Gary Milton, and LACMN Mick Hipkin.

■ Two Honduran fishermen who had drifted in an open boat for two days were rescued by HMS Cardiff off Belize.

Cardiff, on West Indies duty, spotted the two men in their small skiff, left powerless after their outboard motor had fallen off. The fishermen were given food and clothing on board while their boat was towed to Belize.

The warship visited Belize with the tanker RFA Black Rover.

Damaged Grafton back soon

HMS GRAFTON, the Type 23 frigate which ran aground while leaving Oslo, may be back with NATO's Standing Naval Force Atlantic by the end of October.

An inspection of her damage revealed that it was confined to her sonar dome. She is now in dry dock at Portsmouth for repair. As Navy

News went to press an investigation into the incident was being carried out.

The ship went aground after visiting Oslo with other vessels of the NATO squadron. She was refloated the next day with tug assistance after fuel and ammunition had been off-loaded. No one was injured, and the ship returned to Portsmouth under her own power.

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Comacchio Group changes its name – and widens role

ONE OF the best-known names among Royal Marines units is to change. Comacchio Group, whose primary role is to protect vital elements of Britain's nuclear deterrent, is now to be known as the Fleet Royal Marines Protection Group (FRMPG).

The name change, from October 1, goes together with a broadening of the unit's role to take in additional maritime protection and security tasks. That is seen as increasing effectiveness and capitalising on training.

The title Comacchio – commonly misspelled – was given in memory of one of the Royal Marines Commandos most famous actions of World War II, which provided the Corps with its only VC of the conflict.

It was awarded posthumously to Cpl Tom Hunter of C Troop, 43 Cdo, for his valour when his unit was pinned down by enemy troops at Lake Comacchio, Italy on April 1, 1945. Firing a Bren gun from his hip, he was cut down when he charged enemy positions to allow the company to continue its advance.

When in 1980 a special company of Royal Marines was formed as a counter to any terrorist attack on the Navy's installations in the UK, it was given the title Comacchio Company, and took on many of the traditions of the disbanded 43 Cdo.

Its initial strength was 300, but it grew with an increase in its commitments and in 1983 was re-styled Comacchio Group. It is also responsible for the Fleet Standby Rifle Troop which supports the Fleet worldwide.

■ Royals' Waterfront HQ – page 34.

HMS Chatham wins Freedom of Medway

HMS CHATHAM has become the first recipient of the Freedom of Medway. It was granted to the Type 22 frigate by Medway Council which was created in 1998.

It is the highest honour the council can give and so far has been granted to no other. The decision to do so was made by the council on Sept 19 during the ship's five-day visit to Chatham.

At a reception in Gillingham, the Mayor of Medway, Cllr Richard Andrews, presented the Freedom scroll to Capt George Zambellas, the ship's Commanding Officer.

The Mayor told the ship's company: "When you sail into Medway you are following in the wake of Drake, Hawkins, Nelson and Pepys – it's a pretty impressive wake to follow in."

■ Pictures next month.

RN in flood aid alert

NAVY help was on hand for flood-hit residents in Southsea, Portsmouth. Responding to emergency requests following torrential rain, the RN sent two diesel pumps to help remove floodwater from the streets.

A seven-man team of Navy personnel co-operated with Southern Water in the operation.

TOP DEFENCE JOB GOES TO NAVY'S BOSS

ADMIRAL Sir Michael Boyce, First Sea Lord and champion of the Royal Navy's new carrier programme, will be the next Chief of the Defence Staff. He will succeed General Sir Charles Guthrie in February.



● Admiral Boyce chats to Mid Kate Crossman while on board HMS Example, one of the Navy's fast patrol vessels. He and the other members of the Navy Board were embarked in four of the craft for passage to Cowes on the Isle of Wight for a Royal Yacht Squadron function. The vessels are used to train members of University RN Units.

It will be the first time for a Navy man to hold Britain's top job in the Armed Forces since the retirement of Admiral of the Fleet Sir John Fieldhouse 12 years ago.

The appointment of Admiral Boyce is being seen, among other things, as reaffirmation of the Government's pledge to re-equip the Royal Navy with two powerful aircraft carriers.

Vital decisions affecting the carrier programme will have to be made within the next few years if the ships are to enter service as planned in about 2012.

Admiral Boyce (57) joined the Navy in 1961. From 1965 and throughout the 1970s he served as a submariner, qualifying as a torpedo and anti-submarine specialist.

He commanded the diesel-electric boats HMS Oberon and HMS Opossum, and eventually the nuclear-powered submarine HMS Superb. Promoted Captain in 1982, he was given command of the frigate HMS Brilliant before becoming Captain Submarine Sea Training.

After a spell as a Navy planner at Ministry of Defence HQ, he attended the Royal College of Defence Studies. During the 1988 'Tanker War' in the Gulf he was, as a Commodore, Senior Naval Officer Middle East, and the next year became Director Naval Staff Duties.

In the 1990s he was promoted through the flag ranks to full Admiral, and served successively as Flag Officer Sea Training, Flag Officer Surface Flotilla, C-in-C Fleet, and Second Sea Lord. He was knighted in 1995 and appointed First Sea Lord two years ago.

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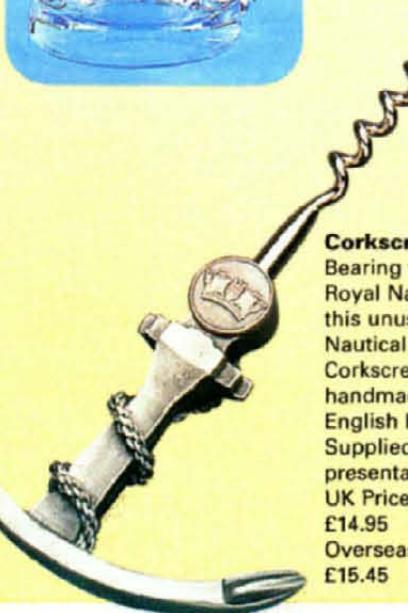
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Corkscrew
Bearing the classic Royal Navy Crown, this unusual Nautical Anchor Corkscrew is handmade from English Pewter. Supplied in a presentation box.
UK Price £14.95
Overseas Price £15.45

PRECIOUS JEWELLERY...

This elegant collection of brooches has been exclusively designed for Navy News by Sceptre Jewels of London. Each piece carries a British hallmark. These elegant brooches will compliment that special Christmas occasion.

This beautiful crown brooch will make the perfect gift for that extra special lady. The 18ct plain gold crown is set with delicate rubies, emeralds and sapphires. The 9ct plain gold crown has been enhanced with an enamelled jewel effect. The crown is also available in sterling silver.

18ct gold £285.00 each
9ct gold £199.00 each
Sterling Silver £74.99 each



Demand for the sculptured model of the famous Dickens cat - Simon of Amethyst, has been so enormous that Navy News is pleased to offer this exceptionally special brooch.

This charming brooch can be purchased in sterling silver. The eyes and collar are finely enamelled, making this a delightful present for that special person in your life.

Sterling Silver £109.00 each



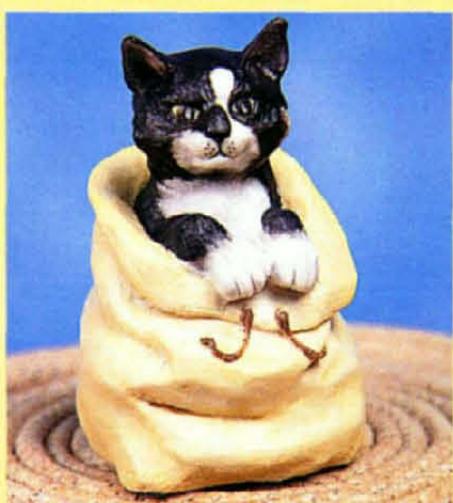
Here is a small range of some of our other items of available jewellery.

Please contact Navy News Offices for further details.



www.navynews.co.uk
Buy on-line

SIMON OF THE AMETHYST...

**Simon the Cat**

An attractive sculptured version of the famous cat "Simon of the Amethyst." Meticulously hand-painted, it is supplied in a presentation box.
UK Price £24.99
Overseas Price £25.99

**Simon of the Amethyst Mug**

This fine bone china mug, made in England, tells the story of Simon's brave life. Comes with a free presentation card.
UK Price £8.99
Overseas Price £9.74

BOOKS & POSTERS...

**"The Navy in the News 1954-1991"**

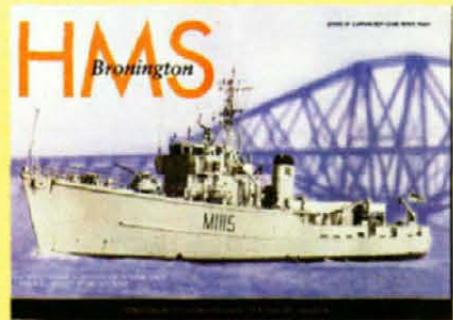
The RN's story in the nuclear age

&

"More Navy in the News 1954-1994"

From Suez to Sarajevo

By Jim Allaway
UK Price £7.99 each
Overseas Price Please enquire

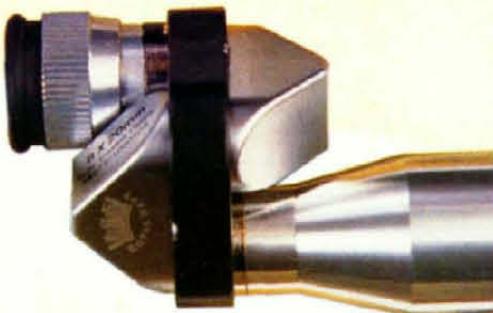
**"HMS Bronington"**

A tribute to one of Britain's last wooden walls and a celebration of the ton class.
UK Price £5.95
Overseas Price £6.45

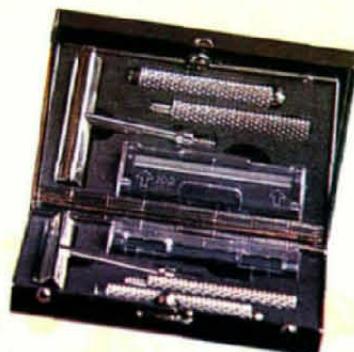
SOMETHING DIFFERENT...

**Hip Flask**

Traditional stainless-steel 7oz spirit flask features a captive top (means you can't lose it). Because it's stainless steel it's very tough and will delight your descendants in years to come.
Branded with the Royal Navy Crown.
UK Price £17.99
Overseas Price £18.74

**Monocular Telescope**

8x magnification weighing in at only 62 grams & branded with the Royal Navy Crown. Made from Aluminium, with a focusable eyepiece ...in every way a professional tool. Easily pocketable...for any outdoor event, concert and theatre or even simply to watch the birds! Small nylon carrying case included.
UK Price £31.99
Overseas Price £32.74

**Royal Navy Crown or Anchor Clock Paperweight**

These two solid brass paperweights have been hand polished and gold plated. The clock insert is a Swiss quartz movement and is accurate to +/- 0.15 seconds per month. The battery has an estimated 27 months. Presentation boxed.
UK Price £21.99 each
Overseas Price £22.99 Surface

**"Bakkus" Flask and Cigar Tubes**

Hand-made black 'napa' hide carrying-case holds two stainless steel tubes. One is a ball-top spirit flask, the other tube takes up to a 'Corona' size cigar -overall length 7" and is air and watertight. Embossed with the Royal Navy Crown.
UK Price £32.99
Overseas Price £33.74

**Cuff Links**

Fine sterling silver cuff links. Supplied in a presentation box.
UK Price £27.99
Overseas Price £28.49

**Brooch**

An elegant accessory. Supplied in a beautiful presentation box.
UK Price £32.99
Overseas Price £33.49

**Tie Slide**

Bearing the classic Royal Navy Crown. Supplied in a presentation box.
UK Price £27.99
Overseas Price £28.49

**"The Young Salt"**

Cerebos Salt Advertisement

"Boston Rubber Shoe"

Boston Rubber Shoe Company Advertisement.

"The Navy Thanks You"

World War II Home Front Poster

"Full Ahead Production"

World War II Home Front Poster

UK Price £1.50 each

Set of 4 £4.50

Overseas Price £1.99 each

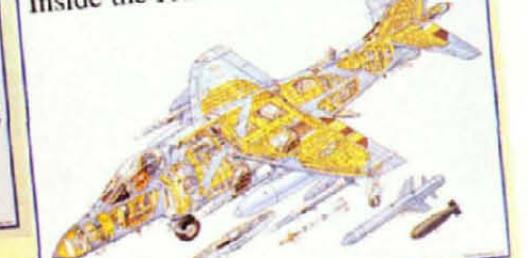
Set of 4 £5.00

Posters measure

23 1/2" x 16 1/2" approx.

**Type 23 Frigate**

Full colour cutaway poster
UK Price £2.74
Overseas Price £3.74

Inside the FA2 Sea Harrier**Inside the FA2 Sea Harrier**

UK Price £2.74
Overseas Price £3.74

**Inside HMS Ocean**

UK Price £2.74
Overseas Price £3.74

Merlin Helicopter

Full colour cutaway poster.
UK Price £2.74
Overseas Price £3.74

Each poster measures
17 3/4" by 34 3/4" approx.
and is printed on fine grade
gloss paper.

CLOTHING, ALWAYS A WELCOME CHRISTMAS GIFT...



Black Baseball Cap
Five panel baseball cap in 100% cotton, with stiffened peak and back size adjusters. Comes in black with gold coloured Royal Navy Crown at the front and Navy News logo at the back.
UK Price £4.75
Overseas Price £5.25

Navy Blue Sweatshirt

Traditionally styled and embroidered with the Ensign motif, this sweatshirt has a crew neck, ribbed cuffs and waistband.
Adult Sizes
Med, Lge, XLge
UK Price £19.95
Overseas Price £20.70



Baseball Cap
Navy Blue 100% cotton with green suede effect stiffened peak and back size adjuster. Finished with the embroidered Royal Navy motif on the front.
UK Price £9.50
Overseas Price £9.99 (surface)

Crown Tie
Our latest range of quality polyester ties. Available in navy blue and red with gold crowns or blue and green with gold crowns.
UK Price £12.25
Overseas Price £12.75
Please state clearly which colour you require.



Ladies Scarf

White Ensign design on a navy blue background featuring diagonal red and white stripes. Measures 52" x 9" (Polyester twill).
UK Price £12.99
Overseas Price £13.49

Crown/Anchor Tie
Quality polyester ties. Only available in navy blue and red with gold crowns and anchors.
UK Price £12.25
Overseas Price £12.75



Ladies Scarf
Polyester 30" x 30" square Sea Horse design with Naval Crown, navy blue, aqua and cream colour mix.
UK Price £21.99
Overseas Price £22.49



Fleece
Small, Medium, Large, Xlarge
UK Price £59.99
Overseas Price Please enquire

Navy T-Shirt
Medium, Large, Xlarge
UK Price £12.99
Overseas Price £13.75



STOCKING FILLERS FOR UNDER TEN POUNDS...



E



A



I



J



G



F



B



H



C

A. Mini telescopes
UK Price £1.99
Overseas Price £2.49

B. Navy News Watch with digital timing.
UK Price £4.99
Overseas Price £5.25

C. Navy News Teddy
Cuddly 8" jointed teddy in soft, fur fabric finish. Always a popular choice.
UK Price £3.25
Overseas Price £4.25

D. Mini Memo Key ring
UK Price £1.50
Overseas Price £2.00

E. Children's Holdall
UK Price £6.50
Overseas Price £7.00



Royal Navy Statuette Collection

These figures measure approximately 8" in height and are cast in 'White-ware' or 'Cold Bronze'. Cutlasses and other finely detailed items are 'spun' in Pewter and meticulously added during the assembly phase.

Each Bronze finish casting, once assembled is meticulously 'hand-buffed'. With each hand painted figure the colours are 'layered' onto the design to create depth of finish and subtleties of light and shade.

All the collections are sealed under a topcoat of fine 20% gloss lacquer to preserve clarity and colour fastness.

Hand painted figures are sold complete with their own fully framed 'Story Scroll', (the Bronze designs include the scrolls but are unframed) and each figure comes complete with a detachable Rosewood presentation stand.

Hand Painted
£100.00 each U.K.*

Bronze £72.00
each U.K.*

Please enquire for overseas prices * Inclusive of P+P U.K.

Statue of Painted Napoleonic Naval Officer shown actual size

Statue of Painted Modern Wren
also available in Bronze

Statue of Bronze Modern Seaman
also available
Painted

Statue of Bronze Napoleonic Naval Officer



Statue of Bronze Napoleonic Seaman



Statue of Painted Napoleonic Seaman



Navy News The Team Works 2001 Calendar

Team Work has always been what the Royal Navy is all about – and in today's highly sophisticated technical warships it matters just as much as it did in the days of sail.

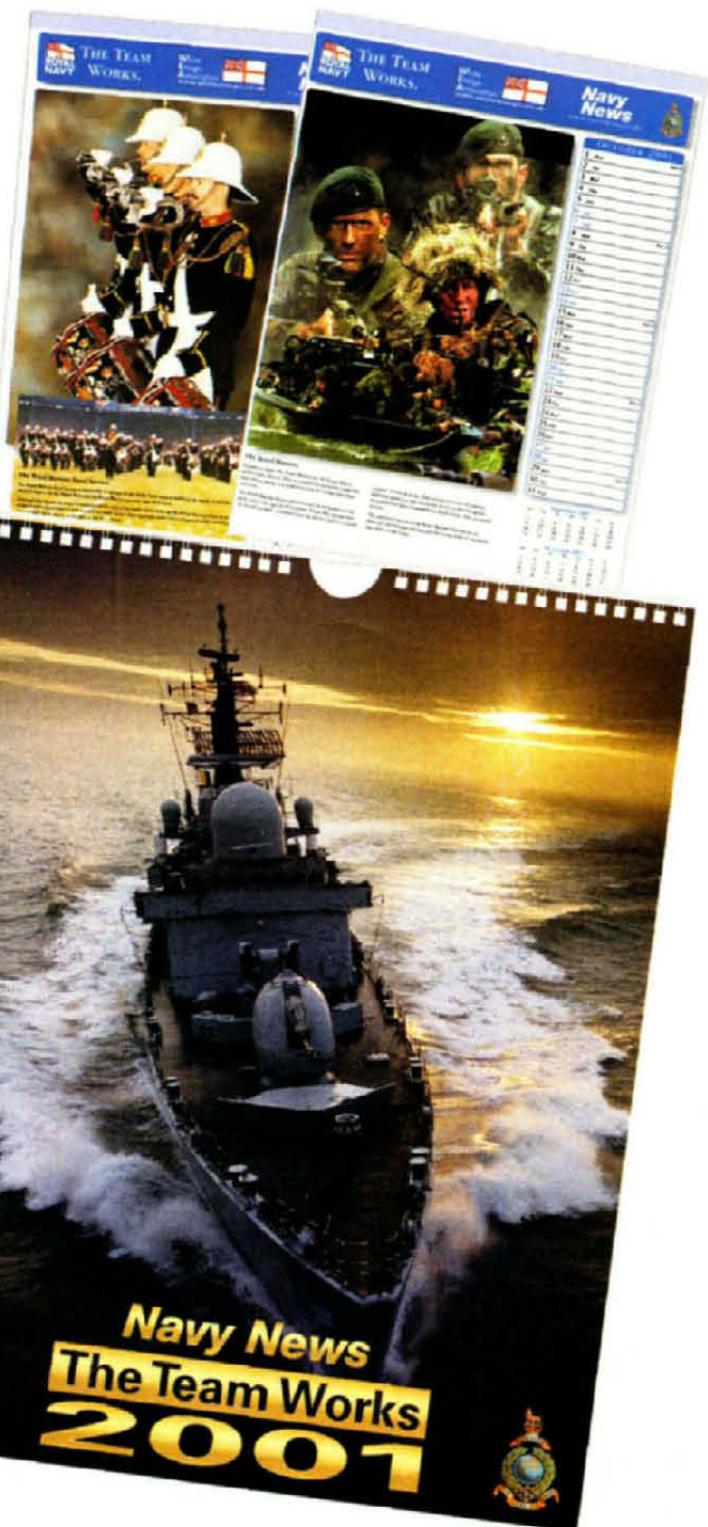
Also, more than ever before, it means being able to work as a team in joint operations with the rest of our Armed Forces.

Our calendar features some of the people who help make sure The Team Works in 2001.

A collector's calendar of splendid colour pictures printed on fine grade paper, wire bound at the head and with high quality varnish cover.

Size approx: 37cm. x 28.5cm.

Price – £6.00 UK £6.75 Surface Mail Abroad



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Or for payment by Credit Card/Switch, UK & Abroad, please use the coupon on page 4.

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PLEASE ALLOW 28 DAYS FOR DELIVERY Please note: items shown not actual size